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EXECUTIVE DOCUMENTS

PRINTED BY ORDER OF

THE HOUSE OF REPRESENTATIVES

DURING THE

SECOND SESSION OF THE FORTIETH CONGRESS,

1867-'68.

IN TWENTY VOLUMES.

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Volume 2.....	No. 1. War: Parts 1 and 2.
Volume 3.....	No. 1. Interior: Parts 1 and 2.
Volume 4.....	No. 1. Navy, Postmaster General.
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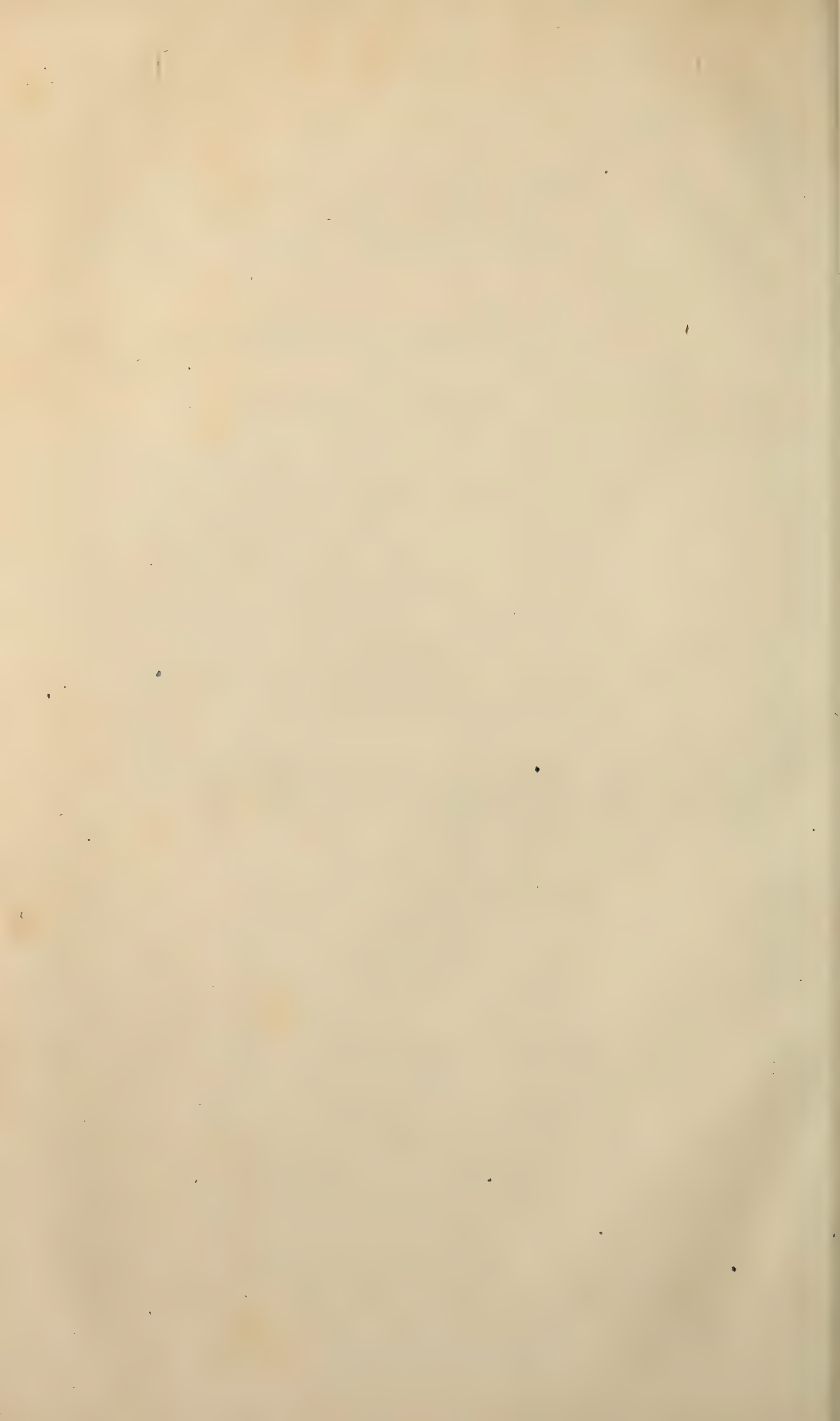
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REPORT OF INDIAN PEACE COMMISSIONERS.

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES,

TRANSMITTING

Report of the Indian Peace Commissioners.

JANUARY 14, 1868.—Referred to the Committee on Indian Affairs and ordered to be printed.

To the Senate and House of Representatives :

I transmit herewith the report made by the commissioners appointed under the act of Congress approved on the 20th day of July, 1867, entitled "An act to establish peace with certain hostile Indian tribes," together with the accompanying papers.

ANDREW JOHNSON.

WASHINGTON, D. C., *January 14, 1868.*

REPORT TO THE PRESIDENT BY THE INDIAN PEACE COMMISSION,
JANUARY 7, 1868.

To the President of the United States :

The undersigned, commissioners appointed under the act of Congress, approved July 20, 1867, "to establish peace with certain hostile Indian tribes," were authorized by said act to call together the chiefs and headmen of such bands of Indians as were then waging war, for the purpose of ascertaining their reasons for hostility, and if thought advisable, to make treaties with them, having in view the following objects, viz :

1st. To remove, if possible, the causes of war.

2d. To secure, as far as practicable, our frontier settlements and the safe building of our railroads looking to the Pacific; and

3d. To suggest or inaugurate some plan for the civilization of the Indians.

Congress, in the passage of the law, seemed to indicate the policy of collecting at some early day all the Indians east of the Rocky mountains on one or more reservations, and with that view it was made our duty to examine and select "a district or districts of country having sufficient area to receive all the Indian tribes occupying territory east of the said mountains not now peacefully residing on permanent reservations under treaty stipulations, &c." It was required that these reservations should have sufficient arable or grazing lands to enable the

tribes placed on them to support themselves, and that they should be so located as not to interfere with established highways of travel and the contemplated railroads to the Pacific ocean. The subsequent action and approval of Congress will be necessary, however, to dedicate the district or districts so selected to the purposes of exclusive Indian settlement.

When the act was passed, war was being openly waged by several hostile tribes, and great diversity of opinion existed among the officials of the government, and no less diversity among our people, as to the means best adapted to meet it. Some thought peaceful negotiation would succeed, while others had no hope of peace until the Indians were thoroughly subdued by force of arms. As a concession to this latter sentiment, so largely prevailing, as well as to meet the possible contingency of failure by the commission, it was, perhaps, wisely provided, that in case peace could not be obtained by treaty, or should the Indians fail to comply with the stipulations they might make for going on their reservations, the President might call out four regiments of mounted troops for the purpose of conquering the desired peace.

On the sixth day of August we met at St. Louis, Missouri, and organized by selecting N. G. Taylor president and A. S. H. White secretary.

The first difficulty presenting itself was to secure an interview with the chiefs and leading warriors of these hostile tribes. They were roaming over an immense country, thousands of miles in extent, and much of it unknown even to hunters and trappers of the white race. Small war parties constantly emerging from this vast extent of unexplored country would suddenly strike the border settlements, killing the men and carrying off into captivity the women and children. Companies of workmen on the railroads, at points hundreds of miles from each other, would be attacked on the same day, perhaps in the same hour. Overland mail coaches could not be run without military escort, and railroad and mail stations unguarded by soldiery were in perpetual danger. All safe transit across the plains had ceased. To go without soldiers was hazardous in the extreme; to go with them forbade reasonable hope of securing peaceful interviews with the enemy. When the Indian goes to war he enters upon its dreadful work with earnestness and determination. He goes on an errand of vengeance, and no amount of blood satisfies him. It may be because, with him, all wrongs have to be redressed by war. In our intercourse with him we have failed, in a large measure, to provide peaceful means of redress, and he knows no law except that of retaliation. He wages war with the same pertinacity, and indeed in the same spirit, with which a party litigant in full conviction of the right prosecutes his suit in court. His only compromise is to have his rights, real or fancied, fully conceded. To force he yields nothing. In battle he never surrenders, and is the more excusable, therefore, that he never accepts capitulation at the hands of others. In war he does not ask or expect mercy. He is then the more consistent that he does not grant mercy.

So little accustomed to kindness from others, it may not be strange that he often hesitates to confide. Proud himself, and yet conscious of the contempt of the white man, when suddenly aroused by some new wrong, the remembrance of old ones still stinging his soul, he seems to become, as expressed by himself, blind with rage. If he fails to see the olive-branch or flag of truce in the hands of the peace commissioner, and in savage ferocity adds one more to his victims, we should remember that for two and a half centuries he has been driven back from civilization, where his passions might have been subjected to the influences of education and softened by the lessons of Christian charity.

This difficulty, meeting us at the very threshold of our duties, had to be overcome before anything of a practical character could be accomplished. Fortunately, we had on the commission a combination of the civil and military power necessary to give strength and efficiency to our operations. Through the orders of Lieutenant General Sherman to the commanders of posts, and those of Com-

missioner Taylor to superintendents and agents under his charge, in the proper districts, a perfect concert of action was secured, and according to our instructions the hostile Indians of western Dakota were notified that we would meet them at Fort Laramie on the 13th day of September; and those then south of the Arkansas, including the Cheyennes, the Kiowas, Comanches, Arapahoes, and Apaches, that we would meet them for consultation at some point near Fort Larned, on or about the 13th day of October.

Whilst runners were being employed and sent out to notify them of our pacific intentions, and our desire to meet them at the times and places stated, the commission resolved to occupy the time intervening before the first meeting in examining the country on the upper Missouri river. The steamer *St. John's* was chartered, and such goods purchased as were thought suitable as presents to the Indians.

On the 13th of August we met at Fort Leavenworth and took the statements of Major General Hancock, Governor Crawford of Kansas, Father De Smet and others. Thence we proceeded to Omaha, Nebraska, and took the statements of Major General Augur and others. At Yankton we met Governor Faulk of Dakota, and took his evidence on the subjects embraced in our duties. Governor Faulk, at our request, accompanied the commission up the river, and was present at the subsequent interviews with the Indians of his superintendency.

Owing to the low stage of water our progress up the river was much retarded, and we failed to reach Fort Rice as we had intended. On the 30th of August a point twelve miles above the mouth of the Big Cheyenne river was reached, when it was found necessary to turn back in order to fill our several engagements made with the Indians on the river as we went up, and then reach Fort Laramie by the 13th of September.

On the return trip councils were held with various bands of the Sioux or Dakota Indians at Forts Sully and Thompson, and also at the Yankton, Ponca, and Santie Sioux reservations, full reports of which will be found in the appendix. Although these Indians along the Missouri river are not hostile, and do not, therefore, legitimately come within the scope of duties assigned us, yet it was thought quite important, in determining whether the country itself was fit for an Indian reservation, to examine into the condition of those now there, and especially those who are endeavoring to live by agriculture.

The time given us was too short to make anything like a personal inspection of so large a district of uninhabited country as that which lies north of Nebraska, between the Missouri river on the east and the Black Hills on the west, and to which public attention is now being very generally directed as a home for the more northern tribes. We took evidence of those who had traversed this region in reference to the soil, climate and productions, which evidence will be found in the appendix. To this subject we shall again allude when we come to speak of reservations for Indian settlement.

In this connection, however, before returning to the thread of our narrative, it is our duty to remark that the condition of these tribes demands prompt and serious attention. The treaty stipulations with many of them are altogether inappropriate. They seem to have been made in total ignorance of their numbers and disposition, and in utter disregard of their wants. Some of the agents now among them should be removed, and men appointed who will, by honesty, fair dealing and unselfish devotion to duty, secure their respect and confidence. Where the present treaties fail to designate a particular place as a home for the tribe, they should be changed.

Returning to Omaha on the 11th of September, the steamer was discharged, and we immediately proceeded to North Platte, on the Pacific railroad, where we found a considerable number of the Sioux and northern Cheyennes, some of whom had long been friendly, while others had but recently been engaged in war. A council was held with them, which at one time threatened to result in

no good; but finally a full and perfect understanding was arrived at, which though not then, nor even yet, reduced to writing, we have every reason to believe has been faithfully kept by them.

It was at this council that the hitherto untried policy in connection with Indians, of endeavoring to conquer by kindness, was inaugurated. Swift Bear, a Brulé chief, then and now a faithful friend of the whites, had interested himself to induce the hostile bands to come in to this council, and had promised them, if peace were made, that ammunition should be given them to kill game for the winter. This promise was not authorized by the commissioners, but we were assured that it had been made not only by him, but by others of our runners, and that nothing less would have brought them in. These Indians are very poor and needy. The game in this section is fast disappearing, and the bow and arrow are scarcely sufficient to provide them food. To give one of these Indians powder and ball is to give him meat. To refuse it, in his judgment, dooms him to starvation; and worse than this, he looks upon the refusal, especially after a profession of friendship on his part, as an imputation upon his truthfulness and fidelity. If an Indian is to be trusted at all, he must be trusted to the full extent of his word. If you betray symptoms of distrust he discovers it with nature's intuition, and at once condemns the falsehood that would blend friendship and suspicion together. Whatever our people may choose to say of the insincerity or duplicity of the Indian, would fail to express the estimate entertained by many Indians of the white man's character in this respect. Promises have been so often broken by those with whom they usually come in contact, cupidity has so long plied its work deaf to their cries of suffering, and heartless cruelty has so frequently sought them in the garb of charity, that to obtain their confidence our promises must be scrupulously fulfilled and our professions of friendship divested of all appearance of selfishness and duplicity.

We are now satisfied, whatever the criticisms on our conduct at the time—and they were very severe both by the ignorant and the corrupt—that had we refused the ammunition demanded at this council, the war on their part would have continued, and possibly ere this have resulted in great loss of life and property. As it is, they at once proceeded to their fall hunt on the Republican river, where they killed game enough to subsist themselves for a large part of the winter, and no act of hostility or wrong has been perpetrated by them since.

The statement of this fact, if it proves nothing else, may serve to indicate that the Indian, though barbarous, is yet a man, susceptible to those feelings which ordinarily respond to the exercise of magnanimity and kindness. If it should suggest to civilization that the injunction to "do good to them that hate us" is not confined to race, but broad as humanity itself, it may do some good even to ourselves. It will at least for the practical man, honestly seeking a solution of these troubles, serve a better purpose than whole pages of theorizing upon Indian character.

At this point we were informed by our scouts that the northern Sioux, who were waging war on the Powder river, would not be able to meet us at Fort Laramie at the time indicated; whereupon we adjourned the meeting until the 1st day of November, and requested them if possible to secure a delegation to meet us on our return. We then left the valley of the Platte and proceeded up the Kansas river and its tributaries to Fort Harker, and thence by the way of Fort Larned to a point eighty miles south of the Arkansas river, where we met the Kiowas, Comanches, Arapahoes, and Apaches on a stream called Medicine Lodge creek. It should be stated at this point that when we arrived at St. Louis, on our way hither, we found that Lieutenant General Sherman had been summoned to Washington city by the President, and his place on the commission supplied by the appointment of Brevet Major General C. C. Augur, who joined the other members at Fort Larned and participated in all our subsequent proceedings. At our first councils at Medicine lodge the larger body of the hostile Cheyennes remained off at a distance of forty miles.

These latter Indians were evidently suspicious of the motives which had prompted us to visit them. Since the preceding April they had committed many depredations. They had been unceasingly on the war-path, engaged in indiscriminate murder and plunder. They knew that our troops had but recently been hunting them over the plains, killing them wherever they could find them. They could not therefore appreciate this sudden change of policy. For two weeks they kept themselves at a distance, sending in small parties to discover if possible our true intentions.

Before the arrival of the Cheyennes we concluded treaties with the Kiowas, Comanches, and Apaches, and after their arrival we concluded a joint treaty with the Cheyennes and Arapahoes, all of which we herewith submit and earnestly recommend for ratification.

Before these agreements were perfected we had many interviews or "talks" with the several tribes, some of which were exceedingly interesting as illustrative of their character, habits, and wishes. Being provided with an efficient shorthand reporter we were enabled to preserve the full proceedings of these councils, and to them we especially call your attention.

After giving to these tribes their annuities, which had been detained at the military posts since last spring on account of their alleged hostility, and after distributing among them some presents, the commission returned to Omaha, and thence by North Platte to Fort Laramie, to fill our second engagement with the hostile Sioux and Cheyennes of the north.

On arriving at Fort Laramie we found awaiting us a delegation of Crows, with whom a council was held and their statements taken. Red Cloud, the formidable chief of the Sioux, did not come to this council. The Crows, as a tribe, have not been hostile. Some of their young men, no doubt, have united themselves with the hostile forces of Ogallalla and Brulé Sioux and northern Cheyennes, who since July, 1866, under the leadership of Red Cloud, have spread terror throughout this entire region of country.

We greatly regret the failure to procure a council with this chief and his leading warriors. If an interview could have been obtained, we do not for a moment doubt that a just and honorable peace could have been secured. Several causes operated to prevent his meeting us. The first, perhaps, was a doubt of our motives; the second results from a prevalent belief amongst these Indians that we have resolved on their extermination; and third, the meeting was so late in the season that it could not be attended in this cold and inhospitable country without great suffering. He sent us word, however, that his war against the whites was to save the valley of the Powder river, the only hunting ground left to his nation, from our intrusion. He assured us that whenever the military garrisons at Fort Phil. Kearney and Fort C. F. Smith were withdrawn, the war on his part would cease. As we could not then, for several reasons, make any such agreement, and as the garrisons could not have been safely removed so late in the season, the commission adjourned, to meet in Washington on the ninth day of December. Before adjourning we took the promise of the Crows to meet us early next summer, and sent word to Red Cloud and his followers to meet us at the same council, to be held either at Fort Rice, on the Missouri river, or at Fort Phil. Kearney, in the mountains, as they might prefer. We also asked a truce or cessation of hostilities until the council could be held.

Returning then by way of North Platte, we received new assurances of peace and friendship from the Indians there assembled. They will give us no further trouble at present. They are the same to whom we gave the ammunition.

Since arriving here, we are gratified to be informed that Red Cloud has accepted our proposition to discontinue hostilities, and meet us in council next spring or summer. And now, with anything like prudence and good conduct on the part of our own people in the future, we believe the Indian war east of the Rocky mountains is substantially closed.

Our first duty under the act, it will be remembered, was to secure a conference with the Indians. Having obtained that conference, our second duty was to ascertain from themselves the reasons inducing them to go to war. These reasons may be gathered from the speeches and testimony of the chiefs and warriors hereto appended. The limits of this paper will not permit more than a brief summary of these reasons. The testimony satisfies us that since October, 1865, the Kiowas, Comanches, and Apaches have substantially complied with their treaty stipulations entered into at that time at the mouth of the Little Arkansas. The only flagrant violation we were able to discover consisted in the killing of James Box and the capture of his family in western Texas about the 15th of August, 1866. The alleged excuse for this act is, that they supposed an attack on Texas people would be no violation of a treaty with the United States; that as we ourselves had been at war with the people of Texas, an act of hostility on their part would not be disagreeable to us.

We are aware that various other charges were made against the Kiowas and Comanches, but the evidence taken will pretty clearly demonstrate that these charges were almost wholly without foundation. The charges against the Arapahoes amounted to but little.

The story of the Cheyennes dates far back, and contains many points of deep and thrilling interest. We will barely allude to some of them and then pass on.

In 1851, a short time after the discovery of gold in California, when a vast stream of emigration was flowing over the western plains, which up to that period had been admitted by treaty and by law to be Indian territory, it was thought expedient to call together all the tribes east of the Rocky mountains for the purpose of securing the right of peaceful transit over their lands, and also fixing the boundaries between the different tribes themselves. A council was convened at Fort Laramie on the 17th day of September of that year, at which the Cheyennes, Arapahoes, Crows, Assinaboines, Gros-Ventres, Mandans, and Arickarees were represented. To each of these tribes boundaries were assigned. To the Cheyennes and Arapahoes was given a district of country "commencing at the Red Butte, or the place where the road leaves the north fork of the Platte river; thence up the north fork of the Platte river to its source; thence along the main range of the Rocky mountains to the headwaters of the Arkansas river; thence down the Arkansas river to the crossing of the Santa Fé road; thence in a northwesterly direction to the forks of the Platte river; thence up the Platte river to the place of beginning." It was further provided in this treaty that the rights or claims of any one of the nations should not be prejudiced by this recognition of title in the others, and "further, that they do not surrender the privilege of hunting, fishing, or passing over any of the tracts of country hereinbefore described." The Indians granted us the right to establish roads and military and other posts within their respective territories, in consideration of which we agreed to pay the Indians fifty thousand dollars per annum for fifty years, to be distributed to them in proportion to the population of the respective tribes. When this treaty reached the Senate, "fifty years" was stricken out and "ten years" substituted, with authority in the President to continue the annuities for a period of five years longer, if he saw fit.

It will be observed that the boundaries of the Cheyenne and Arapahoe land, as fixed by this treaty, include the larger portion of the Territory of Colorado and most of the western part of Kansas.

Some years after this gold and silver were discovered in the mountains of Colorado, and thousands of fortune-seekers, who possessed nothing more than the right of transit over these lands, took possession of them for the purpose of mining, and, against the protests of the Indians, founded cities, established farms and opened roads. Before 1861 the Cheyennes and Arapahoes had been driven from the mountain regions down upon the waters of the Arkansas, and were becoming sullen and discontented because of this violation of their rights. The

third article of the treaty of 1851 contained the following language: "The United States bind themselves to protect the aforesaid Indian nations against the commission of all depredations by the people of the United States after the ratification of this treaty." The Indians, however ignorant, did not believe that the obligations of this treaty had been complied with.

If the lands of the white man are taken, civilization justifies him in resisting the invader. Civilization does more than this; it brands him as a coward and a slave if he submits to the wrong. Here civilization made its contract and guaranteed the rights of the weaker party. It did not stand by the guarantee. The treaty was broken, but not by the savage. If the savage resists, civilization, with the ten commandments in one hand and the sword in the other, demands his immediate extermination.

We do not contest the ever ready argument that civilization must not be arrested in its progress by a handful of savages. We earnestly desire the speedy settlement of all our Territories. None are more anxious than we to see their agricultural and mineral wealth developed by an industrious, thrifty and enlightened population. And we fully recognize the fact that the Indian must not stand in the way of this result. We would only be understood as doubting the purity and genuineness of that civilization which reaches its ends by falsehood and violence, and dispenses blessings that spring from violated rights.

These Indians saw their former homes and hunting grounds overrun by a greedy population, thirsting for gold. They saw their game driven east to the plains, and soon found themselves the objects of jealousy and hatred. They too must go. The presence of the injured is too often painful to the wrong-doer, and innocence offensive to the eyes of guilt. It now became apparent that what had been taken by force must be retained by the ravisher, and nothing was left for the Indian but to ratify a treaty consecrating the act.

On the 18th day of February, 1861, this was done at Fort Wise, in Kansas. These tribes ceded their magnificent possessions, enough to constitute two great States of the Union, retaining only a small district for themselves, "beginning at the mouth of the Sandy fork of the Arkansas river and extending westwardly along said river to the mouth of the Purgatory river; thence along up the west bank of the Purgatory river to the northern boundary of the Territory of New Mexico; thence west along said boundary to a point where a line drawn due south from a point on the Arkansas river five miles east of the mouth of the Huerfando river would intersect said northern boundary of New Mexico; thence due north from that point on said boundary to the Sandy fork to the place of beginning." By examining the map, it will be seen that this reservation lies on both sides of the Arkansas river, and includes the country around Fort Lyon. In consideration of this concession, the United States entered into new obligations. Not being able to protect them in the larger reservation, the nation re-resolved that it would protect them "in the quiet and peaceable possession" of the smaller tract. Second, "to pay each tribe thirty thousand dollars per annum for fifteen years;" and third, that houses should be built, lands broken up and fenced, and stock animals and agricultural implements furnished. In addition to this, mills were to be built, and engineers, farmers and mechanics sent amongst them. These obligations, like the obligations of 1851, furnished glittering evidences of humanity to the reader of the treaty. Unfortunately, the evidence stops at that point.

In considering this treaty, it will occur to the reader that the eleventh article demonstrates the amicable relations between the Indians and their white friends up to that time. It provides as follows: "In consideration of the kind treatment of the Arapahoes and Cheyennes by the citizens of Denver City and the adjacent towns, they respectfully request that the proprietors of said city and adjacent towns be permitted by the United States government to enter a suffi-

cient quantity of land to include said city and towns at the minimum price of one dollar and twenty-five cents per acre."

Large and flourishing cities had been built on the Indian lands, in open violation of our treaty. Town lots were being sold, not by the acre, but by the front foot. Rich mines had been opened in the mountains, and through the streets of these young cities poured the streams of golden wealth. This had once been Indian property. If the white man in taking it was "kind" to the savage, this at least carried with it some honor, and deserves to be remembered. By some it may be thought that a more substantial return might well have been made. By others it may be imagined that the property of the Indians and the amiable courtesies of the whites were just equivalents. But "kind treatment" here was estimated at more than the Indians could give. It was thought to deserve something additional at the hands of the government, and the sites of cities at one dollar and a quarter per acre was perhaps as reasonable as could be expected. If the absolute donation of cities already built would secure justice, much less kindness to the red man, the government could make the gift and save its millions of treasure.

When the treaty came to the Senate, the 11th article was stricken out, but it would be unjust to suppose that this action was permitted to influence in the least future treatment by the whites. From this time until the 12th of April, 1864, these Indians were confessedly at peace. On that day a man by the name of Ripley, a ranchman, came into camp Sanborn, on the south Platte, and stated that the Indians had taken his stock; he did not know what tribe. He asked and obtained of Captain Sanborn, the commander of the post, troops for the purpose of pursuit. Lieutenant Dunn, with forty men, were put under the guide of this man Ripley, with instructions to disarm the Indians found in possession of Ripley's stock. Who or what Ripley was we know not. That he owned stock we have his own word, the word of no one else. During the day Indians were found. Ripley claimed some of the horses. Lieutenant Dunn ordered the soldiers to stop the herd, and ordered the Indians to come forward and talk with him. Several of them rode forward, and when within six or eight feet, Dunn ordered his men to dismount and disarm the Indians. The Indians of course resisted, and a fight ensued. What Indians they were he knew not; from bows and arrows found, he judged them to be Cheyennes. Dunn getting the worst of the fight, returned to camp, obtained a guide and a remount and next morning started again. In May following, Major Downing of the first Colorado cavalry went to Denver and asked Colonel Chivington to give him a force to move against the Indians. For what purpose we do not know. Chivington gave him the men, and the following are Downing's own words: "I captured an Indian and required him to go to the village or I would kill him. This was about the middle of May. We started about eleven o'clock in the day, travelled all day and all that night; about daylight I succeeded in surprising the Cheyenne village of Cedar Bluffs, in a small cañon about sixty miles north of the South Platte river. We commenced shooting. I ordered the men to commence killing them. They lost, as I am informed, some twenty-six killed and thirty wounded. My own loss was one killed and one wounded. I burnt up their lodges and everything I could get hold of. I took no prisoners. We got out of ammunition and could not pursue them."

In this camp the Indians had their women and children. He captured a hundred ponies which, the officer says, "were distributed among the boys, for the reason that they had been marching almost constantly day and night for nearly three weeks." This was done because such conduct "was usual," he said, "in New Mexico." About the same time, Lieutenant Ayres of the Colorado troops had a difficulty, in which an Indian chief under a flag of truce was murdered. During the summer and fall occurrences of this character were frequent. Some

time during the fall, Black Kettle and other prominent chiefs of the Cheyenne and Arapahoe nations sent word to the commander at Fort Lyon that the war had been forced upon them and they desired peace. They were then upon their own reservation. The officer in command, Major E. W. Wynkoop, first Colorado cavalry, did not feel authorized to conclude a treaty with them, but gave them a pledge of military protection until an interview could be procured with the governor of Colorado, who was superintendent of Indian affairs. He then proceeded to Denver with seven of the leading chiefs to see the governor. Colonel Chivington was present at the interview. Major Wynkoop, in his sworn testimony before a previous commission, thus relates the action of the governor, when he communicated the presence of the chiefs seeking peace: "He (the governor) intimated that he was sorry I had brought them; that he considered he had nothing to do with them, that they had declared war against the United States, and he considered them in the hands of the military authorities; that he did not think anyhow it was policy to make peace with them until they were properly punished, for the reason that the United States would be acknowledging themselves whipped." Wynkoop further states that the governor said the third regiment of Colorado troops had been raised, on his representations at Washington, to kill Indians, and Indians they must kill." Wynkoop then ordered the Indians to move their villages nearer to the fort, and bring their women and children, which was done. In November this officer was removed, and Major Anthony, of the first Colorado cavalry, ordered to take command of the fort. He too assured the Indians of safety. They numbered about five hundred, men, women and children. It was here, under the pledge of protection, that they were slaughtered by the third Colorado and a battalion of the first Colorado cavalry under command of Colonel Chivington. He marched from Denver to Fort Lyon, and about daylight in the morning of the 29th of November surrounded the Indian camp and commenced an indiscriminate slaughter. The particulars of this massacre are too well known to be repeated here with all its heart-rending scenes. It is enough to say, that it scarcely has its parallel in the records of Indian barbarity. Fleeing women holding up their hands and praying for mercy were brutally shot down; infants were killed and scalped in derision, men were tortured and mutilated in a manner that would put to shame the savage ingenuity of interior Africa.

No one will be astonished that a war ensued which cost the government thirty million dollars and carried conflagration and death to the border settlements. During the spring and summer of 1865 no less than eight thousand troops were withdrawn from the effective force engaged in suppressing the rebellion to meet this Indian war. The result of the year's campaign satisfied all sensible men that war with Indians was both useless and expensive. Fifteen or twenty Indians had been killed, at an expense of more than a million dollars apiece, while hundreds of our soldiers had lost their lives, many of our border settlers been butchered, and much property destroyed. To those who reflected on the subject, knowing the facts, the war was something more than useless and expensive: it was dishonorable to the nation, and disgraceful to those who had originated it.

When the utter futility of *conquering* a peace was made manifest to every one, and the true causes of the war began to be developed, the country demanded that peaceful agencies should be resorted to. Generals Harney, Sanborn and others were selected as commissioners to procure a council of the hostile tribes, and in October, 1865, they succeeded in doing so at the mouth of the Little Arkansas. At this council the Cheyennes and Arapahoes were induced to relinquish their reservation on the upper Arkansas and accept a reservation partly in southern Kansas and partly in the Indian territory, lying immediately south of Forts Larned and Zarah. The object was to remove them from the vicinity of Colorado.

By the third article of the treaty it was agreed that until the Indians were removed to their new reservation, they were "expressly permitted to reside upon

and range at pleasure throughout the unsettled portions of that part of the country they claim as originally theirs, which lies between the Arkansas and Platte rivers." This hunting ground reserved is the same which is described in the treaty of 1851, and on which they yet claim the right to hunt as long as the game shall last. When this treaty came to the Senate for ratification it was so amended as to require the President to designate for said tribes a reservation outside of the State of Kansas, and not within any Indian reservation except upon consent of the tribe interested. As the reservation fixed was entirely within the State of Kansas and the Cherokee country, this provision deprived them of any home at all, except the hunting privilege reserved by the treaty. This statement, if not illustrative of the manner in which Indian rights are secured by our legislators, may at least call for greater vigilance in the future. Agreements at the same time were made with the Kiowas, Comanches, and Apaches.

So soon as these treaties were signed, the war which had been waged for nearly two years instantly ceased. Travel was again secure on the plains. What eight thousand troops had failed to give, this simple agreement, rendered nugatory by the Senate, and bearing nothing but a pledge of friendship, obtained. During the summer, fall and winter of 1866 comparative peace prevailed. General Sherman, during this time, travelled without escort to the most distant posts of his command, and yet with a feeling of perfect security.

To say that no outrages were committed by the Indians would be claiming for them more than can be justly claimed for the most moral and religious communities. Many bad men are found among the whites; they commit outrages despite all social restraints; they frequently, too, escape punishment. Is it to be wondered at that Indians are no better than we? Let us go to our best cities, where churches and school-houses adorn every square, yet unfortunately we must keep a policeman at every corner, and scarcely a night passes but, in spite of refinement, religion and law, crime is committed. How often, too, is it found impossible to discover the criminal! If, in consequence of these things, war should be waged against these cities, they too would have to share the fate of Indian villages.

The Sioux war on the Powder river, to which we shall hereafter allude, commenced in July, 1866. When it commenced General St. George Cook, in command at Omaha, forbade within the limits of his command the sale of arms and ammunition to Indians. The mere existence of an Indian war on the north Platte aroused apprehensions of danger on the Arkansas. The Cheyennes of the north and south are related, and though living far apart, they frequently visit each other. Many of the northern Sioux desiring to be peaceable, (as they allege,) on the breaking out of hostilities in the north, came south, some to the vicinity of the Republican and others as far south as Fort Larned. Their appearance here excited more or less fear among the traders and freighters on the plains. These fears extended to the settlements, from which they were reflected back to the military posts. The commanders became jealous and watchful. Trifles, which under ordinary circumstances would have passed unnoticed, were received as conclusive of the hostile purposes of these tribes. Finally, in December, Fetterman's party were killed at Fort Phil. Kearney, and the whole country became thrilled with horror. It is thus that the Indian in war loses the sympathy of mankind. That he goes to war is not astonishing; he is often compelled to do so. Wrongs are borne by him in silence that never fail to drive civilized men to deeds of violence. When he is your friend he will sometimes sacrifice himself in your defence. When he is your enemy he pushes his enmity to the excesses of barbarity. This shocks the moral sense and leaves him without defenders.

When the news of this terrible calamity reached the Arkansas posts, the traders here too were prohibited from selling the Indians arms. Major Douglas,

of the third infantry, as early as the 13th of January, 1867, communicated his fears to Major General Hancock. He pointed to no single act of hostility, but gave the statement of Kicking Bird, a rival chief of Satanta among the Kiowas, that Satanta talked of war and said he would commence when the grass grew in the spring.

On the 16th of February Captain Smith, of the nineteenth infantry, in command of Fort Arbuckle, reports to General Ord at Little Rock, which is at once forwarded to the department of the Missouri, that a negro child and some stock had been taken off by Indians before he took command. His informant was one Jones, an interpreter. In this letter he uses the following significant language: "I have the honor to state further that several other tribes than the Comanches have lately been noticed on the war path, having been seen in their progress in unusual numbers and without their squaws and children, a fact to which much significance is attached by those conversant with Indian usages. It is thought by many white residents of the Territory that some of these tribes may be acting in concert, and that plundering incursions are at least in contemplation."

After enumerating other reports of wrongs, (coming perhaps from Jones,) and drawing inferences therefrom, he closes by saying that he has deferred to the views of white persons, who from long residence among the Indians "are competent to advise him," and that his communication "is more particularly the embodiment of their views." As it embodied the views of others, it may not be surprising that a re-enforcement of ten additional companies was asked for his post

Captain Asbury, at Fort Larned, also reported that a small party of Cheyennes had compelled a ranchman named Parker, near that post, to cook supper for them, and threatened to kill him because he had no sugar. He escaped, however, to tell the tale. Finally, on the 9th of February, one F. F. Jones, a Kiowa interpreter, files with Major Douglas at Fort Dodge an affidavit that he had recently visited the Kiowa camp in company with Major Page and John E. Tappan on a trading expedition. That the Indians took from them flour, sugar, rice and apples. That they threatened to shoot Major Page because he was a soldier, and tried to kill Tappan. That they shot at him (Jones) and missed him, (which, in the sequel, may be regarded as a great misfortune.) He stated that the Indians took their mules, and that Satanta requested him to say to Major Douglas that he demanded the troops and military posts should at once be removed from the country, and also that the railroads and mail-stages must be immediately stopped. Satanta requested him to tell Douglas that his own stock was getting poor, and hoped the government stock at the post would be well fed, as he would be over in a few days to get it. But the most startling of all the statements communicated by Jones on this occasion was that a war party came in, while he was at the camp, bringing with them two hundred horses and the scalps of seventeen negro soldiers and one white man. This important information was promptly despatched to General Hancock at Fort Leavenworth, and a short time thereafter he commenced to organize the expedition which subsequently marched to Pawnee Fork and burned the Cheyenne village

On the 11th of March following General Hancock addressed a letter to Wynkoop, the agent of the Cheyennes and Arapahoes, that "he had about completed arrangements for moving a force to the plains." He stated that his object was to show the Indians that he was "able to chastise any tribes who may molest people travelling across the plains." Against the Cheyennes he complained, first, that they had not delivered the Indian who killed a New Mexican at Fort Zarah, and, second, he believed he had "evidence sufficient to fix upon the different bands of that tribe, whose chiefs are known, several of the outrages committed on the Smoky Hill last summer." He requested the agent to tell them he came "prepared for peace or war," and that hereafter he would "insist

upon their keeping off the main lines of travel, where their presence is calculated to bring about collisions with the whites." This it will be remembered was their hunting ground, secured by treaty. On the same day he forwarded a similar communication to J. H. Leavenworth, agent for the Kiowas and Comanches. The complaints he alleges against them are precisely the same contained in the affidavit and statement of Jones and the letter of Captain Asbury.

The expedition left Fort Larned on the 13th of April, and proceeded up the Pawnee fork of the Arkansas, in the direction of a village of a thousand or fifteen hundred Cheyennes and Sioux. When he came near their camp the chiefs visited him, as they had already done at Larned, and requested him not to approach the camp with his troops, for the women and children, having the remembrance of Sand creek, would certainly abandon the village. On the 14th he resumed his march, with cavalry, infantry, and artillery, and, when about ten miles from their village, he was again met by the headmen, who stated that they would treat with him there or elsewhere, but they could not, as requested by him, keep their women and children in camp if he approached with soldiers. He informed them that he would march up to within a mile of the village, and treat with them that evening. As he proceeded the women fled, leaving the village, with all their property. The chiefs and a part of the young men remained. To some of these, visiting the camp of General Hancock, horses were furnished to bring back the women. The horses were returned, with word that the women and children could not be collected. It was then night. Orders were then given to surround the village and capture the Indians remaining. The order was obeyed, but the chiefs and warriors had departed. The only persons found were an old Sioux and an idiotic girl of eight or nine years of age. It afterwards appeared that the person of this girl had been violated, from which she soon died. The Indians were gone, and the report spread that she had been a captive among them, and they had committed this outrage before leaving. The Indians say that she was an idiotic Cheyenne girl, forgotten in the confusion of flight—and if violated, it was not by them.

The next morning General Custer, under orders, started in pursuit of the Indians with his cavalry, and performed a campaign of great labor and suffering, passing over a vast extent of country, but seeing no hostile Indians. When the fleeing Indians reached the Smoky Hill they destroyed a station and killed several men. A courier having brought this intelligence to General Hancock, he at once ordered the Indian village, of about three hundred lodges together with the entire property of the tribes, to be burned.

The Indian now became an outlaw—not only the Cheyennes and Sioux, but all the tribes on the plains. The superintendent of an express company, Cottrell, issued a circular order to the agents and employés of the company in the following language: "You will hold no communications with Indians whatever. If Indians come within shooting distance, shoot them. Show them no mercy, for they will show you none." This was in the Indian country. He closes by saying: "General Hancock will protect you and our property."

Whether war existed previous to that time seems to have been a matter of doubt even with General Hancock himself. From that day forward no doubt on the subject was entertained by anybody. The Indians were then fully aroused, and no more determined war has ever been waged by them. The evidence taken tends to show that we have lost many soldiers, besides a large number of settlers, on the frontier. The most valuable trains belonging to individuals, as well as to government, among which was a government train of ammunition, were captured by these wild horsemen. Stations were destroyed. Hundreds of horses and mules were taken, and found in their possession when we met them in council; while we are forced to believe that their entire loss since the burning of their village consists of six men killed.

The Kiowas and Comanches, it will be seen, deny the statement of Jones in

every particular. They say that no war party came in at the time stated, or at any other time, after the treaty of 1865. They deny that they killed any negro soldiers, and positively assert that no Indian was ever known to scalp a negro. In the latter statement they are corroborated by all the tribes and by persons who know their habits; and the records of the Adjutant General's office fail to show the loss of the seventeen negro soldiers or any soldiers at all. They deny having robbed Jones, or insulted Page or Tappan. Tappan's testimony was taken, in which he brands the whole statement of Jones as false, and declares that both he and Page so informed Major Douglas within a few days after Jones made his affidavit. We took the testimony of Major Douglas, in which he admits the correctness of Tappan's statement, but, for some reason unexplained, he failed to communicate the correction to General Hancock. The threats to take the horses and attack the posts on the Arkansas were made in a vein of jocular bravado, and not understood by any one present at the time to possess the least importance. The case of the Box family has already been explained, and this completes the case against the Kiowas and Comanches, who are exculpated by the united testimony of all the tribes from any share in the late troubles.

The Cheyennes admit that one of their young men in a private quarrel, both parties being drunk, killed a New Mexican at Fort Zarah. Such occurrences are so frequent among the whites on the plains that ignorant Indians might be pardoned for participating, if it be done merely to evidence their advance in civilization. The Indians claim that the Spaniard was in fault, and further protest that no demand was ever made for the delivery of the Indian.

The Arapahoes admit that a party of their young men, with three young warriors of the Cheyennes, returning from an excursion against the Utes, attacked the train of Mr. Weddell, of New Mexico, during the month of March, and they were gathering up the stock when the war commenced.

Though this recital should prove tedious, it was thought necessary to guard the future against the errors of the past. We would not blunt the vigilance of military men in the Indian country, but we would warn them against the acts of the selfish and unprincipled, who need to be watched as well as the Indian. The origin and progress of this war are repeated in nearly all Indian wars. The history of one will suffice for many.

Nor would we be understood as conveying a censure of General Hancock for organizing this expedition. He had just come to the department, and circumstances were ingeniously woven to deceive him. His distinguished services in another field of patriotic duty had left him but little time to become acquainted with the remote or immediate causes producing these troubles. If he erred, he can very well roll a part of the responsibility on others; not alone on subordinate commanders, who were themselves deceived by others, but on those who were able to guard against the error, and yet failed to do it. We have hundreds of treaties with the Indians, and military posts are situated everywhere on their reservations. Since 1837 these treaties have not been compiled, and no provision is made, when a treaty is proclaimed, to furnish it to the commanders of posts, departments or divisions. This is the fault of Congress.

As early as November, 1866, and long before the late war commenced, Lieutenant General Sherman, in his annual report to General Grant, indicated an Indian policy for the plains. He proposed, with the consent of the Secretary of War and the Secretary of the Interior, to restrict the Sioux north of the Platte, and east and west of certain lines, and "to deal summarily" with all found outside of those lines without a military pass. He then proceeds to say, "in like manner I would restrict the Arapahoes, Cheyennes, Comanches, Kiowas, Apaches, and Navajoes, south of the Arkansas and east of Fort Union. This will leave for our people exclusively the use of the wide belt east and west, between the Platte and the Arkansas, in which lie the two great railroads over which passes the bulk of the travel to the mountain territories." He further

says: "I beg you will submit this proposition to the honorable Secretary of the Interior, that we may know we do not violate some one of the solemn treaties made with these Indians, who are very captious and claim to the very letter the execution on our part of those treaties, the obligations of which they seem to comprehend perfectly." On the 15th of January this suggestion was communicated by General Grant to the Secretary of War with the following remarks: "I approve this proposition of General Sherman, provided it does not conflict with our treaty obligations with the Indians now between the Platte and Arkansas."

We have already shown that such a proposition was directly in the face of our treaty with the Cheyennes, Arapahoes and Apaches. It is true, that a communication of the then Commissioner of Indian Affairs on the subject to the Secretary of the Interior, dated January 15, 1867, was forwarded to the Senate and published by that body; but if any response was ever sent to General Sherman, informing him of existing treaty rights, we are not advised of it. Here, then, the responsibility attaches to the cabinet. A question of such vital importance should have been examined, and a prompt answer communicated to the officer asking the information. When officers are thus left to move in the dark, blunders are not theirs alone.

A few words only can be given to the origin of the Powder River war. This is partly in the country conceded to the Crows and partly in that conceded to the Sioux by the treaty of 1851. The Sioux have gradually driven the Crows back upon the headwaters of the Yellowstone, in Montana, and claim as a conquest almost the entire country traversed by what is called the Powder River route to Montana. It will be recollected that the treaty of 1851 ceased to be operative in 1866. The annuities had been distributed, or rather appropriations therefor had been made, for the last five years of the term, under the amendment of the Senate heretofore referred to.

The Indians were apprised, of course, that after that year they must look to their own exertions for subsistence. Since 1851, they had seen Colorado settled on the south, and Montana rapidly filling up to the north, leaving them no valuable hunting-grounds of their ancient domain, except along Powder river and other tributaries of the Yellowstone. While the luxuriant growth of grass in this region made it desirable as an Indian hunting-ground, it also rendered it inviting to the gold hunter, as a route to the new mines of Montana.

These Indians have never founded the title to their lands upon the treaty of 1851. They have looked upon that treaty as a mere acknowledgment of a previously existing right in themselves. The assignment of boundaries, they supposed, was merely to fix rights among the tribes—to make certain what was uncertain before. It is true, that by said treaty they "recognized" the right of the United States to establish roads and military posts. But it is equally true, that in lieu of this privilege the United States was to pay them \$50,000 per annum for fifty years. The Senate reduced the term to ten years, and the Indians never having ratified the amendment, they have some right to claim, when the annuities are stopped, at the end of fifteen years, a release from their obligations in this behalf.

The proper plan would have been to show some respect to their claims—call them pretensions, if you please—as also some regard for their wants, by entering into new relations with them. This, however, was not done. The Indian, who had stood by and seen the stream of population pouring over his lands to California, Utah, Oregon, and Montana, for so many years, began now, when thrown back by the government upon his own resources, to seek some place where he might be secure from intrusion.

But just at this moment, the war of the rebellion being over, thousands of our people turned their faces toward the treasures of Montana. The stories in regard to its mines eclipsed those fabulous tales that phrenzied the Spaniard in Mexico.

The Indian was forgotten. His rights were lost sight of in the general rush to these fountains of wealth. It seemed not to occur to any one that this poor, despised red man was the original discoverer, and the sole occupant for many centuries, of every mountain seamed with quartz, and of every stream whose yellow sands glistened in the noonday sun. These mountains and streams, where gold is found, had all been taken from him. He asked to retain only a secluded spot, where the buffalo and the elk could live, and that spot he would make his home.

This could not be granted him. It lay on the route to these quartz mountains and Pactolian streams. The truth is, no place was left for him. Every inch of the land "belongs to the saints, and we are the saints."

On the 10th of March, 1866, General Pope, then commanding the department of the Missouri, issued an order to establish military posts "near the base of the Big Horn mountain," and "on or near the upper Yellowstone," on the new route to Montana. On the 23d of June, orders were issued from headquarters, department of the Platte, directing a part of the 18th infantry to garrison Forts Reno, Phil. Kearney and C. F. Smith. Colonel Carrington was placed in command of this new organization, called the "mountain district."

Phil. Kearney was established July 15th, and C. F. Smith August 3d. The Indians notified the troops that the occupation of their country would be resisted. The warning was unheeded.

An attempt was made during that summer, by the Interior Department, to stop the threatened war by negotiation. The Indians, in council, demanded the evacuation of the country before treating. This could not be granted, because the civil and military departments of our government cannot, or will not, understand each other. Some of the chiefs reluctantly submitted and signed the treaty, but Red Cloud retired from the council, placing his hand upon his rifle and saying, "In this and the Great Spirit I trust for the right."

In a few weeks the fires of war blazed along the entire length of this new route. So far from securing emigrant travel the forts themselves were besieged; the mountains swarmed with Indian warriors; the valleys seemed to be covered by them. Wood and hay were only procured at the end of a battle. Matters grew worse until the 21st of December, when a wood party being attacked, a reinforcement under Lieutenant Colonel Fetterman was sent out, and a fight ensued in which every man of our forces was killed. This is called the massacre of Fort Phil. Kearney.

As we have already stated, the Indians yet demand the surrender of this country to them. But they have agreed to suspend hostilities and meet commissioners next spring to treat of their alleged rights, without insisting on the previous withdrawal of the garrisons. Whether they will then insist on the abandonment of the route, we cannot say. Of one thing we are satisfied—that so long as the war lasts the road is entirely useless to emigrants. It is worse than that, it renders other routes insecure, and endangers territorial settlements. It is said that a road to Montana, leaving the Pacific railroad further west and passing down the valley west of the Big Horn mountains, is preferable to the present route. The Indians present no objection to such a road, but assure us that we may travel it in peace.

If it be said that the savages are unreasonable, we answer, that if civilized they might be reasonable. At least they would not be dependent on the buffalo and the elk; they would no longer want a country exclusively for game, and the presence of the white man would become desirable. If it be said that because they are savages they should be exterminated, we answer that, aside from the humanity of the suggestion, it will prove exceedingly difficult, and if money considerations are permitted to weigh, it costs less to civilize than to kill.

In making treaties it was enjoined on us to remove, if possible, the causes of complaint on the part of the Indians. This would be no easy task. We have done the best we could under the circumstances, but it is now rather late in the

day to think of obliterating from the minds of the present generation the remembrance of wrong. Among civilized men war usually springs from a sense of injustice. The best possible way then to avoid war is to do no act of injustice. When we learn that the same rule holds good with Indians, the chief difficulty is removed. But, it is said our wars with them have been almost constant. Have we been uniformly unjust? We answer, unhesitatingly, yes! We are aware that the masses of our people have felt kindly toward them, and the legislation of Congress has always been conceived in the best intentions, but it has been erroneous in fact or perverted in execution. Nobody pays any attention to Indian matters. This is a deplorable fact. Members of Congress understand the negro question, and talk learnedly of finance, and other problems of political economy, but when the progress of settlement reaches the Indian's home, the only question considered is, "how best to get his lands." When they are obtained the Indian is lost sight of. While our missionary societies and benevolent associations have annually collected thousands of dollars from the charitable, to be sent to Asia and Africa for purposes of civilization, scarcely a dollar is expended or a thought bestowed on the civilization of Indians at our very doors. Is it because the Indians are not worth the effort at civilization? Or is it because our people, who have grown rich in the occupation of their former lands—too often taken by force or procured in fraud—will not contribute? It would be harsh to insinuate that covetous eyes have possibly been set on their remaining possessions, and extermination harbored as a means of accomplishing it. As we know that our legislators and nine-tenths of our people are actuated by no such spirit, would it not be well to so regulate our future conduct in this matter as to exclude the possibility of so unfavorable an inference?

We are aware that it is an easy task to condemn the errors of former times, as well as a very thankless one to criticise those of the present; but the past policy of the government has been so much at variance with our ideas of treating this important subject, that we hope to be indulged in a short allusion to it.

The wave of our population has been from the east to the west. The Indian was found on the Atlantic seaboard, and thence to the Rocky mountains lived numerous distinct tribes, each speaking a language as incomprehensible to the other as was our language to any of them. As our settlements penetrated the interior, the border came in contact with some Indian tribe. The white and Indian must mingle together and jointly occupy the country, or one of them must abandon it. If they could have lived together, the Indian by this contact would soon have become civilized and war would have been impossible. All admit this would have been beneficial to the Indian. Even if we thought it would not have been hurtful to the white man, we would not venture on such an assertion, for we know too well his pride of race. But suppose it had proved a little inconvenient as well as detrimental, it is questionable whether the policy adopted has not been more injurious. What prevented their living together? First. The antipathy of race. Second. The difference of customs and manners arising from their tribal or clannish organization. Third. The difference in language, which, in a great measure, barred intercourse and a proper understanding each of the other's motives and intentions.

Now by educating the children of these tribes in the English language these differences would have disappeared, and civilization would have followed at once. Nothing then would have been left but the antipathy of race, and that too is always softened in the beams of a higher civilization.

Naturally the Indian has many noble qualities. He is the very embodiment of courage. Indeed at times he seems insensible of fear. If he is cruel and revengeful it is because he is outlawed, and his companion is the wild beast. Let civilized man be his companion and the association warms into life virtues of the rarest worth. Civilization has driven him back from the home he loved; it has often tortured and killed him, but it never could make him a slave. As

we have had so little respect for those we did enslave, to be consistent this element of Indian character should challenge some admiration.

But suppose, when civilized, our pride had still rejected his association, we could at least have removed the causes of war by giving him a home to himself, where he might, with his own race, have cultivated the arts of peace. Through sameness of language is produced sameness of sentiment and thought; customs and habits are moulded and assimilated in the same way, and thus in process of time the differences producing trouble would have been gradually obliterated. By civilizing one tribe others would have followed. Indians of different tribes associate with each other on terms of equality; they have not the Bible, but their religion, which we call superstition, teaches them that the Great Spirit made us all. In the difference of language to-day lies two-thirds of our trouble.

Instead of adopting the plan indicated, when the contact came the Indian had to be removed. He always objected and went with a sadder heart. His hunting grounds are as dear to him as is the home of his childhood to the civilized man. He too loves the streams and mountains of his youth; to be forced to leave them breaks those tender chords of the heart which vibrate to the softer sensibilities of human nature, and dries up the fountains of benevolence and kindly feeling without which there is no civilization.

It is useless to go over the history of Indian removals. If it had been done but once, the record would be less revolting; from the eastern to the middle States, from there to Illinois and Wisconsin, thence to Missouri and Iowa, thence to Kansas, Dakota and the plains; whither now we cannot tell. Surely the policy was not designed to perpetuate barbarism, but such has been its effect. The motives prompting these removals are too well known to be noticed by us. If the Indians were now in a fertile region of country the difficulty would be less; they would not have to be removed again. But many of them are beyond the region of agriculture, where the chase is a necessity. So long as they have to subsist in this way civilization is almost out of the question. If they could now be brought back into the midst of civilization instead of being pushed west, with all its inconveniences it might settle the problem sooner than in any other way; but were we prepared to recommend such a scheme, the country is not prepared to receive it, nor would the Indians themselves accept it.

But one thing then remains to be done with honor to the nation, and that is to select a district, or districts of country, as indicated by Congress, on which all the tribes east of the Rocky mountains may be gathered. For each district let a territorial government be established, with powers adapted to the ends designed. The governor should be a man of unquestioned integrity and purity of character; he should be paid such salary as to place him above temptation; such police or military force should be authorized as would enable him to command respect and keep the peace; agriculture and manufactures should be introduced among them as rapidly as possible; schools should be established which the children should be required to attend; their barbarous dialects should be blotted out and the English language substituted. Congress may from time to time establish courts and other institutions of government suited to the condition of the people. At first it may be a strong military government; let it be so if thought proper, and let offenders be tried by military law until civil courts would answer a better purpose. Let farmers and mechanics, millers and engineers be employed and sent among them for purposes of instruction; then let us invite our benevolent societies and missionary associations to this field of philanthropy nearer home. The object of greatest solicitude should be to break down the prejudices of tribe among the Indians; to blot out the boundary lines which divide them into distinct nations, and fuse them into one homogenous mass. Uniformity of language will do this—nothing else will. As this work

advances each head of a family should be encouraged to select and improve a homestead. Let the women be taught to weave, to sew and to knit. Let polygamy be punished. Encourage the building of dwellings, and the gathering there of those comforts which endear the home.

The annuities should consist exclusively of domestic animals, agricultural and mechanical implements, clothing, and such subsistence only as is absolutely necessary to support them in the earlier stages of the enterprise. Money annuities, here and elsewhere, should be abolished forever. These more than anything else have corrupted the Indian service and brought into disgrace officials connected with it. In the course of a few years the clothing and provision annuities also may be dispensed with. Mechanics and artisans will spring up among them, and the whole organization, under the management of a few honest men, will become self-sustaining.

The older Indians at first will be unwilling to confine themselves to these districts. They are inured to the chase and they will not leave it. The work may be of slow progress, but it must be done. If our ancestors had done it, it would not have to be done now; but they did not, and we must meet it. Aside from extermination this is the only alternative now left us. We must take the savage as we find him, or rather as we have made him. We have spent two hundred years in creating the present state of things. If we can civilize in twenty-five years it will be a vast improvement on the operations of the past. If we attempt to force the older Indians from the chase it will involve us in war. The younger ones will follow them into hostility and another generation of savages will succeed. When the buffalo is gone the Indians will cease to hunt. A few years of peace and the game will have disappeared. In the meantime by the plan suggested we will have formed a nucleus of civilization among the young that will restrain the old and furnish them a home and subsistence when the game is gone.

The appeal of these old Indians is irresistible. They say, "We know nothing about agriculture. We have lived on game from infancy. We love the chase. Here are the wide plains over which the vast herds of buffalo roam. In the spring they pass from south to north, and in the fall return, traversing thousands of miles. Where they go you have no settlements; and if you had, there is room enough for us both. Why limit us to certain boundaries beyond which we shall not follow the game? If you want the lands for settlement come and settle them. We will not disturb you. *You* may farm and *we* will hunt. *You* love the one, *we* love the other. If you want game we will share it with you. If we want bread, and you have it to spare, give it to us; but do not spurn us from your doors. Be kind to us and we will be kind to you. If we want ammunition, give or sell it to us. We will not use it to hurt you, but pledge you all we have, our word, that at the risk of our own we will defend your lives."

If Congress should adopt these suggestions, the only question remaining is, whether there shall be one or two territories. Under all the circumstances we would recommend the selection of two, and locate them as follows, viz:

First, the territory bounded north by Kansas, east by Arkansas and Missouri, south by Texas, and west by the 100th or 101st meridian.

In this territory the Cherokees, Creeks, Choctaws, and others of the civilized tribes already reside. In process of time others might gradually be brought in, and in the course of a few years we might safely calculate on concentrating there the following tribes, to wit:

	Present population.
Cherokees	14, 000
Creeks	14, 396
Choctaws	12, 500

	Present population.
Chickasaws	4, 500
Seminoles	2, 000
Osages	3, 000
Wichitas, (various tribes)	3, 508
Kiowas and Comanches	14, 800
Cheyennes, Arapahoes, and Apaches	4, 000
Pottawatomies	1, 992
Kansas Indians, (various tribes)	4, 039
Navajoes of New Mexico	7, 700
Total	86, 435

It will be seen that we include in this estimate the Kansas Indians and number them at their full population. We learn that treaties are now pending before the Senate for the removal of all the Indians in that State. Among these Indians are many upright, moral, and enlightened men, and our policy, as already indicated, would be to have them take lands in severalty on their present reservations, selling the remainder and becoming incorporated among the citizens of the State.

The second district might be located as follows, viz: the territory bounded north by the 46th parallel, east by the Missouri river, south by Nebraska and west by the 104th meridian.

If the hostile Sioux cannot be induced to remove from the Powder river, a hunting privilege may be extended to them for a time, while the nucleus of settlement may be forming on the Missouri, the White Earth or Cheyenne river. To prevent war, if insisted on by the Sioux, the western boundary might be extended to the 106th or even the 107th meridian for the present.

The following tribes might in a reasonable time be concentrated on this reservation, to wit:

	Present population.
Yancton Sioux	2, 530
Poncas	980
Lower Brulés	1, 200
Lower Yanctonais	2, 100
Two Kettles	1, 200
Blackfeet	1, 320
Minneconjoux	2, 220
Uncpapas	1, 800
Ogallallas	2, 100
Upper Yanctonais	2, 400
Sans Arcs	1, 680
Arickarees	1, 500
Gros-Ventres	400
Mandans	400
Assinaboines	2, 640
Flatheads	558
Upper Pend d'Oreilles	918
Kootenays	287
Blackfeet	2, 450
Piegans	1, 870
Bloods	2, 150
Gros-Ventres	1, 500
Crows	3, 900
Winnebagoes	1, 750

	Present population.
Omahas	998
Ottoes	511
Brulé and Ogallalla Sioux	7, 865
Northern Cheyennes	1, 800
Northern Arapahoes	750
Santee Sioux	1, 350
Total	54, 126

It may be advisable to let the Winnebagoes, Omahas, Ottoes, Santee Sioux, and perhaps others, remain where they are, and finally become incorporated with the citizens of Nebraska, as suggested in regard to the Kansas tribes.

The next injunction upon us was to make secure our frontier settlements and the building of our railroads to the Pacific. If peace is maintained with the Indian, every obstacle to the spread of our settlements and the rapid construction of the railroads will be removed. To maintain peace with the Indian, let the frontier settler treat him with humanity, and railroad directors see to it that he is not shot down by employés in wanton cruelty. In short, if settlers and railroad men will treat Indians as they would treat whites under similar circumstances, we apprehend but little trouble will exist. They must acquaint themselves with the treaty obligations of the government, and respect them as the highest law of the land. Instead of regarding the Indian as an enemy, let them regard him as a friend, and they will almost surely receive his friendship and esteem. If they will look upon him as an unfortunate human being, deserving their sympathy and care, instead of a wild beast to be feared and detested, then their own hearts have removed the chief danger.

We were also required to suggest some plan for the civilization of Indians. In our judgment, to civilize is to remove the causes of war, and under that head we suggested a plan for civilizing those east of the mountains. But as it is impracticable to bring within the two districts named all the Indians under our jurisdiction, we beg the privilege to make some general suggestions, which may prove beneficial to the service.

1. We recommend that the intercourse laws with the Indian tribes be thoroughly revised. They were adopted when the Indian bureau was connected with the War Department. Since that time the jurisdiction has been transferred to the Interior Department. This was done by simply declaring that the authority over this subject, once exercised by the Secretary of War, should now be exercised by the Secretary of the Interior. Some of the duties enjoined by these laws are intimately connected with the War Department, and it is questionable whether they were intended to be transferred to the Secretary of the Interior. If they were so transferred, the military officers insist that the command of the army is, *pro tanto*, withdrawn from them. If not transferred, the Indian department insists that its powers are insufficient for its own protection in the administration of its affairs. Hence the necessity of clearly defining the line separating the rights and duties of the two departments.

2. This brings us to consider the much mooted question whether the bureau should belong to the civil or military department of the government. To determine this properly we must first know what is to be the future treatment of the Indians. If we intend to have war with them the bureau should go to the Secretary of War. If we intend to have peace it should be in the civil department. In our judgment, such wars are wholly unnecessary, and hoping that the government and the country will agree with us, we cannot now advise the change. It is possible, however, that, despite our efforts to maintain peace, war may be forced on us by some tribe or tribes of Indians. In the event of such

occurrence it may be well to provide, in the revision of the intercourse laws or elsewhere, at what time the civil jurisdiction shall cease and the military jurisdiction begin. If thought advisable, also, Congress may authorize the President to turn over to the military the exclusive control of such tribes as may be continually hostile or unmanageable. Under the plan which we have suggested the chief duties of the bureau will be to educate and instruct in the peaceful arts—in other words, to civilize the Indians. The military arm of the government is not the most admirably adapted to discharge duties of this character. We have the highest possible appreciation of the officers of the army, and fully recognize their proverbial integrity and honor; but we are satisfied that not one in a thousand would like to teach Indian children to read and write, or Indian men to sow and reap. These are emphatically civil, and not military, occupations. But it is insisted that the present Indian service is corrupt, and this change should be made to get rid of the dishonest. That there are many bad men connected with the service cannot be denied. The records are abundant to show that agents have pocketed the funds appropriated by the government and driven the Indians to starvation. It cannot be doubted that Indian wars have originated from this cause. The Sioux war, in Minnesota, is supposed to have been produced in this way. For a long time these officers have been selected from partisan ranks, not so much on account of honesty and qualification as for devotion to party interests and their willingness to apply the money of the Indian to promote the selfish schemes of local politicians. We do not doubt that some such men may be in the service of the bureau now, and this leads us to suggest:

3. That Congress pass an act fixing a day (not later than the 1st of February, 1869) when the offices of all superintendents, agents, and special agents shall be vacated. Such persons as have proved themselves competent and faithful may be reappointed. Those who have proved unfit will find themselves removed without an opportunity to divert attention from their own unworthiness by professions of party zeal.

4. We believe the Indian question to be one of such momentous importance, as it respects both the honor and interests of the nation, as to require for its proper solution an undivided responsibility. The vast and complicated duties now devolved upon the Secretary of the Interior leave him too little time to examine and determine the multiplicity of questions necessarily connected with the government and civilization of a race. The same may be said of the Secretary of War. As things now are, it is difficult to fix responsibility. When errors are committed the civil department blames the military; the military retort by the charge of inefficiency or corruption against the officers of the bureau. The Commissioner of Indian Affairs escapes responsibility by pointing to the Secretary of the Interior, while the Secretary may well respond that, though in theory he may be responsible, practically he is governed by the head of the bureau. We, therefore, recommend that Indian affairs be committed to an independent bureau or department. Whether the head of the department should be made a member of the President's cabinet is a matter for the discretion of Congress and yourself, and may be as well settled without any suggestions from us.

5. We cannot close this report without alluding to another matter calling for the special attention of Congress. Governors of Territories are now *ex officio* superintendents of Indian affairs within their respective jurisdictions. The settlements in the new Territories are generally made on Indian lands before the extinguishment of the Indian title. If difficulties ensue between the whites and Indians, the governor too frequently neglects the rights of the red man, and yields to the demands of those who have votes to promote his political aspirations in the organization of the forthcoming State. Lest any acting governor

may suppose himself alluded to, we take occasion to disclaim such intention. We might cite instances of gross outrage in the past, but we prefer to base the recommendation upon general principles, which can be readily understood. And in this connection we deem it of the highest importance that—

6. No governor or legislature of States or Territories be permitted to call out and equip troops for the purpose of carrying on war against Indians. It was Colorado troops that involved us in the war of 1864-'65, with the Cheyennes. It was a regiment of hundred-day men that perpetrated the butchery at Sand Creek, and took from the treasury millions of money. A regiment of Montana troops, last September, would have involved us in an almost interminable war with the Crows but for the timely intervention of the military authorities. If we must have Indian wars, let them be carried on by the regular army, whose officers are generally actuated by the loftiest principles of humanity, and the honor of whose profession requires them to respect the rules of civilized warfare.

7. In reviewing the intercourse laws it would be well to prescribe anew the conditions upon which persons may be authorized to trade. At present every one trades with or without the authority of the bureau officers, on giving a bond approved by a judge of one of the district courts. Corrupt and dangerous men thus find their way among the Indians, who cheat them in trade, and sow the seeds of dissension and trouble.

8. New provision should be made authorizing and positively directing the military authorities to remove white persons who persist in trespassing on Indian reservations and unceded Indian lands.

9. The Navajo Indians in New Mexico were for several years held as prisoners of war at the Bosque Redondo, at a very great expense to the government. They have now been turned over to the Interior Department, and must be subsisted as long as they remain there. We propose that a treaty be made with them, or their consent in some way obtained, to remove at an early day to the southern district selected by us, where they may soon be made self-supporting.

10. We suggest that the President may, at times, appoint some person or persons in the distant Territories, either civilians or military men, to make inspection of Indian affairs, and report to him.

11. A new commission should be appointed, or the present one be authorized to meet the Sioux next spring, according to our agreement, and also to arrange with the Navajoes for their removal. It might be well, also, in case our suggestions are adopted in regard to selecting Indian territories, to extend the powers of the commission, so as to enable us to conclude treaties or agreements with tribes confessedly at peace, looking to their concentration upon the reservations indicated.

In the course of a short time the Union Pacific railroad will have reached the country claimed by the Snakes, Bannacks, and other tribes, and, in order to preserve peace with them the commission should be required to see them and make with them satisfactory arrangements.

Appended hereto will be found—

1. The journal of our meetings, and councils held.
2. The detailed mass of evidence taken and reports collected, illustrative of the objects embraced in the act creating the commission.
3. The treaty made and concluded with the Kiowas and Comanches.
4. The supplementary treaty made and concluded with the Apaches of the plains.
5. The treaty of peace made and concluded with the Cheyennes and Arapahoes.
6. The account current of all moneys received and disbursed by authority of the commission.

In conclusion, we beg permission to return our thanks to the officers of the military posts everywhere within the limits of our operations, for their uniform courtesy and kindness. The officers of the railroad companies on the plains especially are entitled to our thanks for kind co-operation in the objects of our mission, and attention to our convenience and comfort.

Respectfully submitted :

N. G. TAYLOR, *President*,
J. B. HENDERSON,
W. T. SHERMAN, *Lieut. Gen.*,
WM. S. HARNEY, *Bvt. Maj. Gen.*,
JOHN B. SANBORN,
ALFRED H. TERRY, *Bvt. Maj. Gen.*,
S. F. TAPPAN,
C. C. AUGUR, *Bvt. Maj. Gen. U. S. A.*,
Commissioners.

WASHINGTON CITY, D. C.,
January 7, 1868.

TELEGRAM FROM GENERAL MEADE.

LETTER

FROM

THE GENERAL OF THE ARMY,

TRANSMITTING

Telegram from Major General George G. Meade.

JANUARY 14, 1867.—Referred to the Committee on Reconstruction and ordered to be printed.

HEADQUARTERS ARMY OF THE UNITED STATES,
Washington, January 14, 1868.

SIR: I have the honor to enclose herewith copy of a telegram received from Major General George G. Meade, commanding third military district.

Very respectfully, your obedient servant,

U. S. GRANT,
General.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

[Cipher telegram, received at 10 p. m.]

ATLANTA, GEORGIA, *January 12, 1868.*

General U. S. GRANT:

Unless the pending bill in Congress directing military commanders to fill all the offices in the State, under their command, rescinds the test oath, and provides for selection from qualified voters, I am informed its execution in this district will be entirely impracticable.

GEORGE G. MEADE,
Major General.

HEADQUARTERS ARMY UNITED STATES,
January 13, 1868.

Official:

GEORGE K. LEET,
Assistant Adjutant General.



COINAGE OF FIVE-CENT PIECES.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

RELATIVE TO

The coinage of nickel five-cent pieces at the branch mint at New Orleans, accompanied by an explanatory letter from the Director.

JANUARY 15, 1868.—Referred to the Committee on Coinage, Weights, and Measures, and ordered to be printed.

TREASURY DEPARTMENT,
January 14, 1868.

SIR: I transmit herewith a draft of an act, prepared by the Director of the Mint, authorizing the coinage of nickel-copper five-cent pieces at the branch mint of New Orleans, and for other purposes, together with a copy of his explanatory letter, under date of November 23, 1867, in which he requests that the same may be submitted to Congress. Since the act was originally prepared, sections 3 and 6 have been substituted in place of the original sections, after conference with the Director of the Mint, and I have the honor to recommend the passage of the bill, as now submitted, at an early day.

Very respectfully, your obedient servant,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

MINT OF THE UNITED STATES,
Philadelphia, November 23, 1867

SIR: I transmit herewith a draft of a bill relating to the mint and coinage, which, if it receives your approval, I will thank you to submit to the proper committee of Congress.

Sections 1 and 2 authorize the coinage of five-cent nickel-copper pieces at the branch mint, New Orleans, and provide that the duties of melter and refiner and coiner shall be performed by the superintendent.

* * * * *

Section 4 increases the limit of variation in weight of the five-cent nickel-copper coin from two to four grains. The limit of variation in the one and two-cent bronze and three-cent nickel-copper pieces is four grains, which is small

enough in the coinage of metals inferior in intrinsic value to gold and silver, and is required in order to enable the mint to prepare them with rapidity.

Section 5 authorizes the Secretary to fix the salaries of the clerks of the mint at rates equal to compensation allowed by law to clerks of corresponding grade at the branch mints and assay offices. This adjustment is required, as the incumbents of three of the most responsible clerkships of the mint receive less compensation than clerks of the same grade at the assay office, New York, and inadequate for the support of their families.

Section 6 authorizes the receipt, at the mint and branches, of refined bullion in exchange for unrefined or unparted bullion, on terms to be prescribed by the Director of the Mint and approved by the Secretary of the Treasury. The provisions of this section are intended to encourage the refinery of bullion by private enterprise. The discretion left to the Secretary of the Treasury will enable that officer to see that the interests of the miners are protected against combinations of capital having in view a monopoly of the business.

I have the honor, to be, sir, your most obedient servant,

H. R. LINDERMAN,

Director.

Hon. HUGH McCULLOCH,

Secretary of the Treasury.

Be it enacted, &c., That five-cent nickel-copper coins may be coined and issued at the branch mint at New Orleans on the same conditions and subject to the same restrictions as the said coins are now coined and issued at the mint of the United States.

II. *And be it further enacted,* That the superintendent, in addition to the duties prescribed by the act establishing said branch mint and the supplements thereto, shall perform the duties of coiner and melter and refiner.

III. *And be it further enacted,* That it shall be lawful for the Treasurer and the several assistant treasurers of the United States to redeem in lawful money, under such rules and regulations as may be prescribed by the Secretary of the Treasury, the one and two-cent bronze and three-cent nickel-copper pieces heretofore authorized to be issued, when presented in sums of not less than fifty dollars.

IV. *And be it further enacted,* That the limit of variation from the legal weight of the five-cent nickel-copper coin shall be the same as is now allowed by law in the three-cent nickel-copper piece.

V. *And be it further enacted,* That the salaries of the clerks at the mint of the United States may, at the discretion of the Secretary of the Treasury, be fixed so as to equal the salaries authorized by law to be paid to clerks of corresponding grade at any branch mint or assay office of the United States.

VI. *And be it further enacted,* That the Secretary of the Treasury, wherever private refineries are established which he shall deem capable of executing such work, is hereby authorized, on such terms and under such regulations as he shall prescribe, to contract with such parties to refine all the gold and silver bullion which may be received at the mint or any branch mint or assay office of the United States, provided the parties contracting shall furnish satisfactory guarantees that they are capable of refining all the unparted bullion which may be deposited for coinage or assay at such mint, branch mint or assay office; and provided further that no delivery of unparted bullion shall be made unless an equivalent amount of refined bullion shall be previously deposited, and section 5, chapter 97, of act of March 4, 1853, and section 3, of act of February 20, 1861, relating to the refining of gold bullion at the mint and its branches and the assay office at New York, are hereby repealed.

FORFEITURE OF LANDS GRANTED FOR RAILROAD PURPOSES.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A report from the Quartermaster General, relative to the forfeiture to the United States of all lands granted by Congress in 1856 to the States of Mississippi, Alabama, Louisiana, and Arkansas, for railroad purposes.

JANUARY 18, 1868.—Referred to the Committee on the Public Lands and ordered to be printed.

WAR DEPARTMENT,

Washington City, January 16, 1868.

SIR: In compliance with a request of the 16th October, 1867, from the Hon. J. W. McClurg, chairman of the Special Committee on Southern Railroads, acting under the resolution of the House of Representatives dated July 12, 1867, to inquire into the expediency of reporting a bill declaring forfeited to the United States all lands granted by Congress in 1856 to Mississippi, Alabama, Louisiana, and Arkansas, to aid in the construction of railroads, I have the honor to send herewith a report from the Quartermaster General of January 13, 1868, containing all the information on the subject which is procurable.

Very respectfully, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

Report of Brevet Major General D. H. Rucker, Acting Quartermaster General United States army, dated January 13, 1868, made to the Secretary of War ad interim, relative to the disposition of the lands granted by the United States for railroad purposes to Florida, Alabama, Louisiana, and Mississippi, in 1856, and to Arkansas in 1853, in answer to certain interrogatories stated in letter of Hon. John W. McClurg, chairman Select Committee on Southern Railroads, House of Representatives, dated October 16, 1867.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., January 13, 1868.

GENERAL: I have the honor to return herewith the letter of Hon. J. W. McClurg, chairman Select Committee on Southern Railroads, House of Rep-

representatives, dated October 16, 1867, representing that the committee are instructed by Congress, by resolution of July 12, 1867, as follows :

“ *Resolved*, That the Select Committee on Southern Railroads be instructed to inquire into the expediency of reporting a bill declaring forfeited to the United States all lands granted by Congress in the year 1856 to Mississippi, Alabama, Florida, Louisiana, and Arkansas, to aid in the construction of railroads, which grants have now expired by limitation ”—

and requesting the Secretary of War *ad interim* to furnish answers to certain questions stated in the letter.

On October 24, 1867, the chief quartermaster of the third, fourth, and fifth military districts, each were furnished with a copy of this letter, with instructions for investigations and early report upon the interrogatories of the committee, so far as they relate to railroads situated in their respective military districts.

The reports of these officers are herewith respectfully forwarded, viz :

A.—Report of Brevet Lieutenant Colonel A. J. McGornnigle, acting quartermaster United States army, New Orleans, Louisiana, dated December 7, 1867. (Six documents.)

B.—Reports of Brevet Brigadier General R. Saxton, chief quartermaster third military district, Atlanta, Georgia, dated respectively December 14 and December 26, 1867. (Four documents.)

C.—Reports of Brevet Colonel J. G. Chandler, chief quartermaster fourth military district, Holly Springs, Mississippi, dated respectively December 21, 1867, and December 26, 1867. (Fifteen documents.)

I will now reply to the interrogatories of the committee, so far as I am enabled by the information derived from the reports of these officers.

QUESTIONS.

What disposition, if any, has been made by Florida, Alabama, Louisiana, and Mississippi, of such lands granted in 1856, and by Arkansas granted in 1853 ?

If such lands have been transferred to railroads, to what roads and what quantity to each road, and what are the dates of transfer ?

What quantity of such lands, if any, has been sold, or otherwise disposed of by said roads; what the nature of such disposition, the date, to whom, with places of residence, and quantity to each individual, company, or corporation ?

Was any road to which such lands have been transferred, used in aid of the United States government during the late rebellion, and if so, what road ?

Was any road to which such lands have been transferred not used in aid of the rebellion, and if so, what road ?

ANSWERS.

As to lands granted to Florida by act of Congress approved May 17, 1856, it appears from the letter of his excellency D. S. Walker, governor of Florida, dated December 21, 1867, (copy enclosed,) that so much of said lands as were granted to aid in the construction of a railroad from Pensacola to the state line of Alabama, in the direction of Montgomery, were assigned to the president and directors of the Alabama and Florida Railroad Company by acts of the general assembly, approved December 23, 1856, and December 27, 1856. Since the passage of the act (of Congress) of May 17, 1856, granting said lands to the State, no act has been passed by the legislature disposing of any of said lands granted to aid in the construction of the roads from St. Johns' river to Pensacola, and from Amelia island to Tampa, with a branch of Cedar Keys. Prior to the passage of said act of May 17, 1856, that is to say, on the sixth of January, 1855, the general assembly passed an act which provided that, should the United States thereafter grant land to the State to aid in the construction of certain lines of railroad indicated in said act, (among which were lines of road

from the St. John's river to Pensacola, and from Amelia island to Tampa bay, with an extension to Cedar Keys,) said lines of railroad should be entitled to all the benefits and advantages arising from said grant. Under this action it has been assumed that the benefit of said grant inured to the Pensacola and Georgia Railroad Company, the Florida, Atlantic and Gulf Central Railroad Company, and the Florida Railroad Company, for so much of said lines as were constructed by them respectively.

Each road was granted the whole amount the State would have been entitled to upon constructing the road. The Alabama and Florida railroad was completed the entire distance from Pensacola to the Alabama line, about forty-five (45) miles; the Florida, Atlantic, and Gulf Central was constructed from Jacksonville to Lake City in the direction of Pensacola, sixty (60) miles; the Pensacola and Georgia railroad has been constructed from Lake City in the line from Jacksonville to Quincy, in the direction of Pensacola, about one hundred and twenty-nine (129) miles; the Florida railroad was constructed from Fernandina on Amelia island, in the direction of Tampa, to Waldo, and from that point continued the extension to Cedar Keys, making a distance from Fernandina to Cedar Keys of one hundred and fifty-four (154) miles.

All the railroad companies conveyed their lands to trustees, in order to secure the payment of bonds, or other indebtedness contracted upon the pledge of said lands, or their proceeds; the names of the trustees are not known to Governor Walker. General Saxton reports, however, that he has addressed the presidents of the railroad companies on the subject, and their replies will be forwarded when received.

Possession of the country through which the roads run was held alternately during the war by the United States and rebel troops, and the roads used and abandoned accordingly.

As to the lands granted to Alabama by acts of Congress approved May 15 and June 3, 1856, the letter of his excellency D. S. Patton, governor of Alabama, under date of November 2, 1867, (copy enclosed,) conveys the information that by an act of the legislature of that State approved January 20, 1858, the grant was accepted with the restrictions and upon the terms and conditions contained in said acts of Congress, and that the lands were disposed of by the State by a general transfer contained in said act of the legislature, to the several railroads designated in the act of Congress.

No information can be given as to what lands have been selected by these railroads, or what disposition has been made of the lands selected.

In relation to the roads being used during the war in aid of the United States, or in aid of the rebellion, the information is that when either army was occupying the country in which the railroads were located, they took possession of and used the roads.

Governor Patton will endeavor, by correspondence with the proper officers of these railroads, to obtain the necessary information to answer the interrogatories fully and specifically.

As to the lands granted to Louisiana by act of Congress approved June 3, 1856, from the enclosed letter of his excellency B. F. Flanders, governor of Louisiana, dated November 27, 1867, with its enclosures, it appears that the legislature of that State, by an act approved March 16, 1857, accepted the grant of lands in accordance with the provisions of the act of Congress donating them, and that two railroad companies took advantage of that grant—the Vicksburg and Shreveport Railroad Company, and the New Orleans, Opelousas and Great Western Railroad Company.

THE VICKSBURG AND SHREVEPORT RAILROAD COMPANY.

There have been listed to this road 353,000 acres of land, and 70,000 acres more claimed on a suspended list, and 10,000 acres have been disposed of by the company.

In regard to the use of this road by the rebel authorities, all the information which can be obtained goes to prove that the principal directors of the road were opposed to the rebellion, and gave it voluntarily no aid; that the road was taken from their control by the rebel authorities against their wishes and without their consent.

Since the close of the war the road has been sold under a decree of court, and purchased by Mr. John T. Ludeling, of Monroe, Louisiana; the judicial proceedings and the sale are now contested as fraudulent.

About one hundred miles of this road had been completed and in running order at the beginning of the war; at present only about forty miles of the road are in operation.

THE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.

Up to the 1st of January, 1861, there had been listed to this road, under the grant, 642,633 acres of land, and there was at that date a list of about 63,000 acres more claimed by the company suspended and under examination by the department at Washington, making a total of about 705,000 acres; the next number of acres on the suspended list may be obtained from the Land Office at Washington.

The printed reports of the company state that only 176½ acres have been sold.

The railroad company was disloyal during the war, and used their road in aid of the rebellion, as is plainly shown in the tenth and eleventh annual reports of the president and directors of the company, (copies herewith.)

Eighty miles of the road, from New Orleans to Berwick's bay, had been completed and were in operation at the beginning of the war, and eighty miles more, from Berwick's bay to Opelousas, were then being graded. The grading was completed on the latter section, or nearly so, in the spring of 1862.

As to the lands granted to Mississippi by act of Congress approved August 11, 1856, the enclosed report of Brevet Colonel J. G. Chandler, chief quartermaster fourth military district, dated December 21, 1867, exhibits that on the second of February, 1857, the State of Mississippi transferred to the Southern railroad (now the Vicksburg and Meridian railroad) 171,755 acres lying in the counties of Lauderdale, Newton, Scott, Kemper, Clark, Jasper, and Smith, and that the Southern railroad is the only road to which lands have been granted by the State.

The Southern Railroad Company gave a mortgage on the 25th March, 1857, to Joseph H. Johnson, trustee, to secure payment of 500 bonds of one thousand dollars (\$1,000) each, due January 1, 1869, which bonds are held by sundry persons in Europe and the United States, for the payment of which bonds all the lands donated by the State of Mississippi to said company are held under said mortgage.

The Southern Railroad Company also gave a mortgage upon all the lands granted to said company by the State of Mississippi on the 27th of March, 1857, to Samuel Jandon, James A. Bayard, Christopher Fallon, and William B. Reed, of Philadelphia, Pennsylvania, trustees, to secure payment of 850 bonds of one thousand dollars (\$1,000) each, payable to Charles Macalaster, or bearer; 250 of said bonds due January 1, 1862, 300 on January 1, 1864, and 300 on January 1, 1867, all unpaid, are now held by Hope & Co., of Amsterdam, Holland, De Rothschild, of London and Paris; George Peabody, of London, and several citizens of Philadelphia. The holders of such of above bonds as are due have extended the time of payment till January 1, 1890; the proceeds of sales of the lands covered by the mortgages to be applied to the purchase and cancellation of the bonds in the order of their priority, the trustees agreeing to release such lands, when requested by the Southern Railroad Company to do so, from the lien cre-

ated by said mortgage, the release to be valid if executed by any two of the trustees. Sales have been made under these terms, as follows :

Date of sale.	Name.	Residence.	Amount.
1860.			
March.....	J. P. Walker.....	Lauderdale county.....	\$300 00
June.....	Josiah Condup.....	Scott county.....	500 00
December.....	T. Vivian.....	Newton county.....	400 00
1861.			
June.....	William I. Morgan.....	Jasper county.....	660 00
February.....	H. Waldrip.....	Scott county.....	400 00
March.....	R. P. Dollar.....	Lauderdale county.....	200 00
March.....	Jared Watts.....	Newton county.....	600 00
May.....	Fred Carr.....	Smith county.....	200 00
May.....	James A. Hendon.....	Scott county.....	400 00
May.....	Adolphus Noblin.....	Scott county.....	200 00
1863.			
March.....	John B. Usry.....	Scott county.....	240 00
March.....	W. H. Judson.....	Scott county.....	200 00
March.....	Thomas Rigby.....	Vicksburg.....	360 00
1861.			
May.....	John W. Russum.....	Smith county.....	200 00
May.....	J. P. Tatum.....	Newton county.....	400 00
June.....	A. J. Buffington.....	Scott county.....	200 00
June.....	J. G. Blackwell.....	Newton county.....	200 00
June.....	John A. Crooker.....	Newton county.....	200 00
1862.			
March.....	William N. Raines.....	Newton county.....	800 00
December.....	William R. King.....	Newton county.....	400 00
1863.			
March.....	Abel Champion.....	Scott county.....	320 00
March.....	F. F. Gardner.....	Newton county.....	200 00
March.....	C. N. Taylor.....	Scott county.....	480 00
March.....	Abigah Davis.....	Scott county.....	200 00
March.....	M. Emanuel.....	Vicksburg, Mississippi.....	200 00
1864.			
June.....	James M. McCabe.....	Scott county.....	480 00
Total.....			8,940 00

That portion of the Southern railroad from Vicksburg, Mississippi, to Big Black river, twelve miles, was used exclusively by the United States from the capture of Vicksburg by General Grant to the restoration of the road to the company by General Canby, June 1, 1865.

Troops and supplies were transported whenever required by the so-called confederate authorities, for which service the confederate government owed the company upwards of a million dollars at the close of the war.

These facts were procured from the records of the railroad company, and it is presumed that they are correct.

As to the lands granted to Arkansas by act of Congress approved February 9, 1853, the enclosed report of Brevet Major L. Cass Forsyth, assistant quartermaster, United States army, dated December 16, 1867, with its enclosures, shows that these lands were transferred by the State of Arkansas to the Cairo and Fulton, Memphis and Little Rock, and Little Rock and Fort Smith Railroad Companies.

CAIRO AND FULTON RAILROAD COMPANY.

By reference to the message of his excellency, Isaac Murphy, governor of Arkansas, to the general assembly of that State, at the session of 1866, it will be found that the Cairo and Fulton Railroad Company was chartered January

12, 1853. On February 9, 1853, Congress granted to the State of Arkansas six sections (3,840 acres) per mile for a road from Cairo to Texas, with branches to Fort Smith and the Mississippi river. On September 25, 1854, the survey of the main line was completed and reported, length three hundred and one miles, making the grant one million one hundred and fifty-five thousand eight hundred and forty acres, (1,155,840.) On January 16, 1855, the legislature of Arkansas passed an act transferring the lands to the company, but the conditions were such that the company declined to accept them. On November 26, 1856, another act was passed for the same purpose, which the company accepted on December 10th. July 20, 1857, the schedules were delivered to the company at the General Land Office for 1,069,229.40 acres, and on June 9, 1859, supplemental schedules 46,180 acres, being, in the aggregate, 1,115,409.40 acres, a deficiency of 40,430.59 acres. On November 1, 1859, the board ordered the issue of five millions of bonds, payable in twenty-five years from that date, with interest, payable semi-annually, at seven per cent., and also the president to prepare forms and a deed of trust to John Moore, John Wilson, and Mason Brayman, covering, &c., all lands acquired or to be acquired. The president (M. Brayman) reported the form of bond and deed of trust, which were adopted and ordered to be executed and recorded. On May 6, 1860, the last stockholders' meeting was held prior to the war, which adjourned without an election for directors, the old board holding over.

After the passage of the secession ordinance, the board took disloyal action by tendering the land of the company to the State convention for the use of the rebellion, and no further lawful business was done during the war.

On May 18, 1866, the board of directors met, and having rescinded all disloyal or illegal acts, adopted measures for obtaining a renewal of the land grant and for resuming business. On July 23, 1866, Congress renewed and enlarged the grant for ten years from the passage of the act, and making it ten sections (6,400 acres) to each mile, being, in the aggregate, 1,926,400 acres.

From the report of M. Brayman, esq., president of this railroad company, dated December 3, 1867, and its enclosures, the following information is derived:

The quantity of lands confirmed to the State of Arkansas under the act of February 9, 1853, was 1,115,409.41. These lands were, by act of the general assembly of Arkansas, November 26, 1856, transferred to the Cairo and Fulton Railroad Company, and by deed of trust dated November 1, 1859, vested in John Moore, John Wilson, and Mason Brayman, trustees, to secure \$5,000,000 seven per cent. twenty-five-year bonds, ordered to be issued for construction purposes.

The land grant, which, under provision of section 5 of the act of Congress, February 9, 1853, expired on February 9, 1863, was, by act of Congress, July 28, 1866, renewed for ten years from that date, and enlarged in quantity from six to ten sections per mile.

The provision of this act of renewal leaves the lands subject to the former trust, and under the same legal conditions as though no expiration of the first term of ten years had taken place.

The title, therefore, to all the lands (subject to the reservations in favor of the United States) rests in John Wilson, Mason Brayman, and William H. Bailhache, (the latter successor of John Moore, deceased.)

By an order of the board of trustees made at Little Rock, May 9, 1867, the term of the bonds to be issued was fixed for twenty-five years from November 1, 1867, in lieu of the term before provided, (the old issue withdrawn,) for which purpose a supplemental deed of trust was provided, executed, and is in force.

The alternate sections granted by Congress have been withdrawn from sale by the Commissioner of the General Land Office, and schedules are being made at the local offices to be submitted to him for confirmation.

Under provisions of the act of February 9, 1853, the right to sell lands for

twenty miles in advance of construction was conferred. The company selected a section of twenty miles of White river, and made sales. Sales were also made at other points, subject, of course, to the reversions provided by the act.

The following is a schedule of the lands sold under the direction of the above-named board of trustees. The residences of the purchasers are unknown.

No.	Date.	To whom sold.	Acres.	Title.
1.....	January 18, 1860	W. A. Walls.....	120.00	Deed
2.....	January 18, 1860	Timothy Dalton.....	80.00	Do.
3.....	January 18, 1860	Moton Dalton.....	80.00	Do.
4.....	January 18, 1860	Vandalia McIlroy.....	120.00	Do.
5.....	January 18, 1860	T. B. Clinton.....	40.00	Do.
6.....	January 26, 1860	B. Logan.....	40.00	Do.
7.....	February 13, 1860	A. Prisock.....	120.00	Do.
8.....	January 31, 1860	W. Daily.....	34.49	Do.
9.....	January 31, 1860	D. M. McCreery.....	41.62	Do.
10.....	January 31, 1860	J. Price.....	40.00	Do.
11.....	January 31, 1860	T. Price.....	65.62	Do.
12.....	February 29, 1860	W. J. and R. Westmoreland.....	80.00	Do.
13.....	February 29, 1860	W. Plant.....	80.00	Do.
14.....	March 14, 1860	W. R. Whitley.....	40.00	Do.
15 and 16.....	April 5, 1860	H. C. Dye.....	160.00	Do.
17, 18 and 19.....	May 8, 1860	J. S. Smith.....	920.00	Do.
20 and 21.....	May 8, 1860	W. A. Hardy.....	294.01	Do.
22.....	May 8, 1860	J. Ford.....	40.00	Do.
23.....	May 8, 1860	J. H. Ford.....	84.14	Do.
24.....	May 9, 1860	W. H., and S. D. Galloway.....	40.00	Do.
25.....	May 9, 1860	B. F. Dickinson.....	80.00	Do.
26.....	May 9, 1860	H. Flannigan.....	80.00	Do.
27.....	May 9, 1860	T. D. Kingsbury.....	40.00	Do.
28.....	May 10, 1860	H. C. Dye.....	120.00	Do.
29.....	May 31, 1860	J. K. Rogers.....	120.00	Do.
30.....	Septemb'r 21, 1860	W. H. Homer.....	80.00	Do.
31.....	October 30, 1860	J. H. Hatcher.....	22.61	Do.
32.....	October 30, 1860	J. O'Neil.....	119.06	Do.
33.....	Novmb'r 13, 1860	S. G. Peoples.....	73.89	Do.
34.....	Novmb'r 13, 1860	J. D. Addison.....	71.81	Do.
35.....	Novmb'r 13, 1860	J. T. Disumkes.....	160.00	Do.
36.....	Novmb'r 16, 1860	J. Ferguson.....	80.00	Do.
37.....	Novmb'r 26, 1860	J. Yarbrough.....	80.00	Do.
38.....	Novmb'r 26, 1860	J. Robinson and J. K. P. Pritchard.....	80.00	Do.
39.....	Novmb'r 26, 1860	H. C. Pulliam.....	80.00	Do.
40.....	Novmb'r 26, 1860	S. A. Graham.....	40.00	Do.
41.....	Novmb'r 26, 1860	J. M. Steen.....	40.00	Do.
42.....	December 8, 1860	A. W. Pool.....	120.00	Do.
43.....	March 25, 1861	C. W. Board.....	120.00	Do.
44.....	April 11, 1861	W. B. Easley.....	160.00	Do.
Total.....			4,277.25	

After the State seceded a new board of trustees was appointed, consisting of Messrs. William E. Ashley, William B. Wait, and William E. Woodruff, under whom the sale of the lands was continued. After the State came in possession of the United States forces, the old board were reappointed, and have disapproved and nullified as far as possible the acts of the board in power during the time the State was in the control of the rebels.

Mr. George C. Watkins was secretary of the board, appointed under rebel jurisdiction, and having been called upon for information regarding the disposition of these lands, he has written a letter under date of November 12, 1867, in which the foregoing history of the road is substantially corroborated, and the following additional facts elicited.

In its organization, for surveys and expenses of having the land grant perfected, lands examined, &c., the Cairo and Fulton Railroad Company, in Arkansas, incurred some debts, and its remaining outstanding liabilities may be estimated at between fifty and seventy-five thousand dollars. A part of the debts of the company was paid by the sale of its lands in small parcels at a uniform price of two dollars and a half per acre, mostly to actual settlers, (in accordance with the expressed wish of the Arkansas general assembly.)

The following statement of the sale of these lands after the State seceded is furnished by Mr. Watkins. The last deed executed by the former trustees, Messrs. Wilson, Moore, and Brayman, being number 44, the first in the following series of sales is numbered 45 :

1861.

SEPTEMBER 14.

45. Thomas Whitmore, Pulaski county, Arkansas, west half northeast quarter, section 23, township 3 north, range 14 west, 80 acres.

SEPTEMBER 14.

46. John F. Thomas, White county, Arkansas, north half northeast quarter, section 6, township 5 north, range 8 west, 55.82 acres ; west half northwest quarter, section 6, township 5 north, range 8 west, 58.82 acres.

SEPTEMBER 18.

47. Minton W. M. Gill, Hempstead county, Arkansas, northeast quarter northwest quarter, section 23, township 10 south, range 24 west, 40 acres.

SEPTEMBER 20.

48. James C. Marvin, Randolph county, Arkansas, west half southwest quarter, (west of Eleven Point river,) section 21, township 18 north, range 1 west, 76.68 acres.

SEPTEMBER 23.

49. James A. Neville, White county, Arkansas, south half southwest quarter, section 36, township 7 north, range 7 west, 77.67 acres.

SEPTEMBER 23.

50. John C. Neville, White county, Arkansas, east half southwest quarter, section 21, township 7 north, range 8 west, 80 acres.

SEPTEMBER 23.

51. Mrs. B. J. Carlisle, White county, Arkansas, northeast quarter northeast quarter, section 4, township 7 north, range 7 west, 42.29 acres,

OCTOBER 1.

52. William B. Wilkes, Prairie county, Arkansas, south half southwest quarter, section 6, township 6 north, range 6 west, 80 acres.

OCTOBER 1.

53. Thomas F. Britt, Prairie county, Arkansas, north half northeast quarter, section 6, township 6 north, range 7 west, 75.74 acres.

OCTOBER 4.

54. J. C. A. Skilbern and Samuel H. Mulherin, Prairie county, Arkansas, south half northwest quarter, and north half southwest quarter, section 30, township 5 north, range 9 west, 182.71 acres.

OCTOBER 4.

55. Weldon E. Wright, Pulaski county, Arkansas, southwest quarter northeast quarter, section 29, township 1 south, range 11 west, 40 acres.

OCTOBER 5.

56. Daniel C. Montgomery, Randolph county, Arkansas, east half northwest quarter, and southwest quarter northwest quarter, section 5, township 20 north, range 4 east, 126.15 acres.

OCTOBER 5.

57. Hiram Shepard, Randolph county, Arkansas, west half southwest quarter, section 5, township 20 north, range 4 east, 80 acres.

OCTOBER 7.

58. Alexander Butler, Dallas county, Arkansas, northwest quarter northeast quarter, section 9, township 7 south, range 16 west, 40 acres.

OCTOBER 7.

59. George W. Hughes, Dallas county, Arkansas, northeast quarter northeast quarter, section 34, township 2 south, range 15 west, 40 acres.

OCTOBER 7.

60. James M. Hale, Prairie county, Arkansas, north half southeast quarter, and northeast quarter southwest quarter, section 12, township 7 north, range 7 west, 120 acres.

OCTOBER 9.

61. Samuel McLane, Randolph county, Arkansas, west half southeast quarter, section 1, township 19 north, range 1 east, 80 acres; south half southeast quarter, section 9, township 18 north, range 1 east, 80 acres; west half southwest quarter, section 9, township 18 north, range 1 east, (both sides Black river,) 56.70 acres; northeast and southeast fractional quarters section 17, township 18 north, range 1 east, (both east Black river,) 89.55 acres.

OCTOBER 9.

62. William Latham, Randolph county, Arkansas, northwest quarter northwest quarter, section 23, township 19 north, range 2 east, 40 acres.

OCTOBER 9.

63. Tilford G. Hockensmith, Saline county, Arkansas, northwest quarter southeast quarter, section 4, township 2 south, range 15 west, 40 acres.

OCTOBER 12.

64. James Miller, Randolph county, Arkansas, southeast quarter northeast quarter, section 3, southeast quarter northeast quarter, section 5, and northeast quarter southeast quarter, section 5, township 20 north, range 4 east, 120 acres.

OCTOBER 14.

65. James T. McDaniel, Jackson county, Arkansas, west half northeast quarter, section 24, township 8 north, range 7 west, 80 acres.

OCTOBER 15.

66. A. B. Gandy, Prairie county, Arkansas, northeast quarter, section 4, township 4 north, range 8 west, 166.74 acres.

OCTOBER 17.

67. J. M. Moore, White county, Arkansas, east half southwest quarter, (right bank White river,) section 28, township 9 north, range 4 west, 53.97 acres.

OCTOBER 17.

68. Mrs. B. J. Carlisle, White county, Arkansas, south half southwest quarter, section 14, township 9 north, range 4 west, 80 acres.

OCTOBER 17.

69. Israel M. Moore, White county, Arkansas, west half southeast fractional quarter, and southwest fractional quarter, (both on left bank White river,) section 26, township 9 north, range 4 west, 64.72 acres.

OCTOBER 18.

70. William G. Fleming, Prairie county, Arkansas, southeast quarter southwest quarter, section 8, township 6 north, range 6 west, 40 acres.

OCTOBER 18.

71. Elizabeth Travis, Randolph county, Arkansas, south half northwest quarter, and north half southwest quarter, section 15, township 20 north, range 3 east, 160 acres.

OCTOBER 18.

72. Albert E. Ross, Hot Spring county, Arkansas, northwest quarter northwest quarter, section 22, township 4 south, range 17 west, 40 acres.

OCTOBER 19.

73. James M. Robinson, Hempstead county, Arkansas, west half northwest quarter, section 5, township 12 south, range 27 west, 84.02 acres.

OCTOBER 19.

74. James Nance, Hempstead county, Arkansas, southwest quarter southeast quarter, section 30, township 11 south, range 25 west, 40 acres.

OCTOBER 21.

75. James C. Brown, Hempstead county, Arkansas, south half northwest quarter, section 23, township 10 south, range 24 west, 80 acres.

OCTOBER 21.

76. Washington R. Hunter, Randolph county, Arkansas, southeast quarter southwest quarter, section 9, township 18 north, range 1 east, 40 acres.

OCTOBER 21.

77. Nancy Stewart, Randolph county, Arkansas, southwest quarter southeast quarter, and southeast quarter southwest quarter, section 29, township 19 north, range 1 east, 80 acres.

OCTOBER 21.

78. William Young, Randolph county, Arkansas, east half southwest quarter, and southwest quarter, section 28, township 21 north, range 5 east, 120 acres.

OCTOBER 21.

79. Daniel W. Young, Randolph county, Arkansas, northwest quarter southeast quarter, section 28, township 21 north, range 5 east, 40 acres.

OCTOBER 25.

80. Robert Galloway, Independence county, Arkansas, west half lot 5, or lot 10 of northeast quarter, section 3, and east half lots 2, 1, and 3 of northwest quarter of section 3, all in township 12 north, range 4 west, 176.79 acres.

OCTOBER 25.

81. Alfred Lanier, Hempstead county, Arkansas, west half northwest quarter, southeast quarter northwest quarter, northwest quarter southwest quarter, and south half northeast quarter, section 9, township 12 south, range 27 west, 240 acres.

OCTOBER 30.

82. Robert A. Johnson, White county, Arkansas, fractional section 28, (left bank White river,) township 9 north, range 4 west, 46.08 acres.

OCTOBER 31.

83. James M. Killough, White county, Arkansas, northwest quarter northwest quarter, section 23, township 7 north, range 8 west, 40 acres.

OCTOBER 31.

84. John W. Jones, Hempstead county, Arkansas, east half northwest quarter, and east half southwest quarter, section 19, township 10 south, range 26 west, and northwest quarter northeast quarter, section 25, township 10 south, range 27 west, 194.65 acres.

OCTOBER 31.

85. Edward Floyd, Hot Spring county, Arkansas, southeast quarter northeast quarter, section 24, township 4 south, range 18 west, 40 acres.

OCTOBER 31.

86. James Ware, Hempstead county, Arkansas, southwest fractional quarter, section 30, township 11 south, range 25 west, 136.89 acres.

NOVEMBER 2.

87. James Nance, Hempstead county, Arkansas, southeast quarter, section 13, township 11 south, range 26 west, and west half northeast quarter and southeast quarter northeast quarter, section 29, township 10 south, range 26 west, 280 acres.

NOVEMBER 4.

88. Robert M. Stewart, White county Arkansas, south half southwest quarter, section 30, township 6 north, range 6 west, 78.85 acres.

NOVEMBER 5.

89. Haydon S. Edwards, White county, Arkansas, north half northeast quarter, section 8, township 8 north, range 5 west, 80 acres.

NOVEMBER 5.

90. Benoni J. Edwards, White county, Arkansas, east half southeast quarter, section 4, township 8 north, range 5 west, 80 acres.

NOVEMBER 6.

91. William A. B. Jones, White county, Arkansas, northwest quarter southwest quarter, section 12, township 7 north, range 7 west, 40 acres.

NOVEMBER 7.

92. Will Hicks, White county, Arkansas, north half northeast quarter, (west of White river,) section 35, township 8 north, range 4 west, 68.99 acres.

NOVEMBER 7.

93. William Yarnell, White county, Arkansas, east half southeast quarter, section 22, (both sides of river,) township 8 north, range 7 west, 66.80 acres.

NOVEMBER 7.

94. Joel W. Smith, White county, Arkansas, northeast quarter southwest quarter, section 29, township 8 north, range 8 west, 40 acres.

NOVEMBER 7.

95. John B. McDaniel, Clark county, Arkansas, southeast quarter southwest quarter, section 36, township 7 south, range 20 west, 40 acres.

NOVEMBER 8.

96. Henry C. Pulliam, Jackson county, Arkansas, northwest quarter southeast quarter, section 29, township 10 north, range 2 west, 40 acres.

NOVEMBER 11.

97. Thomas Cox and W. Treston Byers, Independence county, Arkansas, northwest fractional quarter, northeast fractional quarter, and southeast fractional quarter of fractional section 18, (on left bank of White river,) township 10 north, range 3 west. North fractional half, southwest fractional quarter, section 24, township 10 north, range 4 west, 226.78 acres.

NOVEMBER 12.

98. Alfred Lanier, Hempstead county, Arkansas, southeast quarter southwest quarter, section 9, township 12 south, range 27 west, 40 acres.

NOVEMBER 12.

99. David Stewart & Co., Clark county, Arkansas, northwest quarter southwest quarter, section 27, southeast quarter northeast quarter, section 33, and northeast quarter southeast quarter, section 31, all in township 7 south, range 21 west, 120 acres.

NOVEMBER 12.

100. William W. Andrews, Hempstead county, Arkansas, north half southeast quarter, section 34, (south of Red river,) township 13 south, range 27 west, 79.30 acres.

NOVEMBER 14.

101. Thomas N. Moore, White county, Arkansas, northwest quarter southeast quarter, and southeast quarter southwest quarter, section 8, township 8 north, range 6 west.

NOVEMBER 13.

102. Arthur Stephenson, White county, Arkansas, west fractional half, northwest fractional quarter, section 4, township 8 north, range 6 west, 69.56 acres.

NOVEMBER 21.

103. James M. Robinson, Hempstead county, Arkansas, west half northeast quarter, and northeast quarter northwest quarter, section 17, township 12 south, range 27 west, 120 acres.

NOVEMBER 21.

104. Albert Lanier, Hempstead county, Arkansas, northeast quarter northwest quarter, and northwest quarter northeast quarter, section 9, township 12 south, range 27 west, 80 acres.

NOVEMBER 30.

105. Green and Matthew V. Cheatham, Hempstead county, Arkansas, east half northwest quarter, section 11, township 12 south, range 27 west, 80 acres.

NOVEMBER 30.

106. James Nance, Hempstead county, Arkansas, southeast quarter northeast quarter, section 30, township 11 south, range 25 west, 40 acres.

NOVEMBER 30.

107. Henry C. Dye, Independence county, Arkansas, southwest quarter northeast quarter, section 11, township 12 north, range 5 west, 40 acres; east half northwest quarter, and northwest quarter northwest quarter, section 33, township 14 north, range 3 west, 120 acres.

DECEMBER 2.

108. B. F. Payne, Randolph county, Arkansas, south half northwest quarter, section 17, township 19 north, range 1 east, 80 acres.

DECEMBER 9.

109. Samuel T. Spragins, Hempstead county, Arkansas, southwest quarter northwest quarter, section 11, township 10 south, range 24 west, 40 acres.

DECEMBER 9.

110. Andrew P. Foster, Hempstead county, Arkansas, northeast quarter, section 24, township 11 south, range 25 west, 160 acres.

DECEMBER 9.

111. Peter Gilpin, Hempstead county, Arkansas, west half southeast quarter, section 26, township 10 south, range 23 west, 80 acres.

DECEMBER 13.

112. William P. Kirby, Hot Spring county, Arkansas, southeast quarter southwest quarter, section 2, township 5 south, range 18 west, 40 acres.

DECEMBER 14.

113. William W. Andrews, Hempstead county, Arkansas, fractional northeast quarter, section 8; east half northwest quarter, section 8; south half northwest quarter, section 18; west half southeast quarter, section 18; southwest quarter, section 18; southeast quarter northeast quarter, section 20; northeast quarter southeast quarter, section 20; southeast quarter southeast quarter, section 28; southeast quarter northeast quarter, section 33; northeast quarter southeast quarter, section 33; southwest fractional quarter, section 25; south half northwest fractional quarter, section 25; all in township 14 south, range 26 west, 804.08 acres.

DECEMBER 14.

114. William W. Andrews, Hempstead county, Arkansas, southwest quarter northwest quarter, section 30; northwest quarter southwest quarter, section 30; southeast quarter northwest quarter, section 35; fractional section 14, south of Red river; and northwest fractional quarter, section 23, (right bank Red river;) all in township 14 south, range 26 west, 123.49 acres.

DECEMBER 16.

115. Ephraim Merick, Hempstead county, Arkansas, north half northeast quarter, section 15, township 11 south, range 25 west, 80 acres.

DECEMBER 16.

116. William W. Andrews, Hempstead county, Arkansas, southeast quarter northeast quarter, and northeast quarter southeast quarter, section 34, township 13 south, range 26 west; east half northwest quarter, section 12, township 14 south, range 26 west; southwest quarter northwest quarter, section 17, township 11 south, range 25 west; northeast quarter, section 8, township 12 south, range 23 west, 360 acres.

DECEMBER 17.

117. Alphonso S. Mitchell, Hot Spring county, Arkansas, northeast quarter southwest quarter, section 28, township 3 south, range 15 west, 40 acres.

DECEMBER 17.

118. William K. Gill, Hot Spring county, Arkansas, northwest quarter northeast quarter, section 22, township 4 south, range 17 west, 40 acres.

DECEMBER 23.

119. Michael Bozeman, Clark county, Arkansas, southeast quarter northeast quarter, section 27, township 7 south, range 20 west, 40 acres.

DECEMBER 26.

120. William G. Hayless, Hempstead county, Arkansas, south half northeast quarter, and northeast quarter southeast quarter, and west half southeast quarter, section 24, township 11 south, range 24 west, 200 acres.

DECEMBER 26.

121. William B. S. Gilmer, Hempstead county, Arkansas, southeast quarter southeast quarter, northwest quarter southeast quarter, and northeast quarter southwest quarter, section 26, township 11 south, range 24 west, 120 acres.

DECEMBER 26.

122. H. W. Smith, Hempstead county, Arkansas, northeast quarter southwest quarter, section 2, township 12 south, range 25 west, 40 acres.

DECEMBER 26.

123. Philip T. Graves, Clark county, Arkansas, northwest quarter northwest quarter, section 30, township 9 south, range 21 west, 46.15 acres.

DECEMBER 26.

124. Jonathan Black, Clark county, Arkansas, southwest quarter northeast quarter, section 28, township 11 south, range 23 west, 40 acres.

1862.

JANUARY 2.

125. Henry C. Pulliam, Jackson county, Arkansas, southwest quarter, and southwest quarter northwest quarter, section 29, township 10 north, range 2 west, 200 acres.

JANUARY 9.

126. Joseph Schaad, Sevier county, Arkansas, northeast quarter northeast quarter, section 13; south, range 28 west, 40 acres.

JANUARY 9.

127. Giles S. McKnight, Hempstead county, Arkansas, northeast quarter northwest quarter, section 24, township 12 south, range 25 west, 40 acres.

JANUARY 9.

128. James M. Phaffer, Hempstead county, Arkansas, south half northeast quarter, section 13, township 11 south, range 28 west, 80 acres.

JANUARY 9.

129. William Moss, Hempstead county, Arkansas, east fractional half northeast quarter, section 3, township 12 south, range 26 west, 81.54 acres.

JANUARY 9.

130. Joseph W. Paup and John L. Bouldin, Lafayette county, Arkansas, south fractional half section 18, (east of Lake,) township 14 south, range 27 west, 276.61 acres.

JANUARY 9.

131. James A. Williamson, Hempstead county, Arkansas, southwest quarter northwest quarter, section 5, township 11 south, range 25 west, 40 acres.

JANUARY 9.

132. James M. Shaffer, Hempstead county, Arkansas, northwest quarter section 13, township 11 south, range 28 west, 160 acres.

JANUARY 9.

133. John Henry Stephens, Hempstead county, Arkansas, northwest quarter southeast quarter, and southwest quarter northeast quarter, section 35, township 9 south, range 24 west, 80 acres.

JANUARY 9.

134. David Stewart & Co., Clark county, Arkansas, west half northwest quarter, section 33, township 7 south, range 21 west, 80 acres.

JANUARY 9.

135. John Griffin, Jefferson county, Arkansas, northeast quarter northeast quarter, section 26, township 8 north, range 7 west, 37.62 acres.

JANUARY 20.

136. Aaron Prater, Clark county, Arkansas, south half southwest quarter, section 34, township 8 south, range 21 west, 80 acres.

JANUARY 23.

137. Calvin A. Berthe, Pulaski county, Arkansas, northeast quarter southwest quarter, section 36, township 1 north, range 12 west, 40 acres.

JANUARY 23.

138. John Geyer and Fred. Kramer, Pulaski county, Arkansas, northeast quarter northwest quarter, section 8, township 1 south, range 12 west, 40 acres.

JANUARY 27.

139. John E. Cash, Clark county, Arkansas, southeast quarter northwest quarter, section 33, township 6 south, range 20 west, 40 acres.

JANUARY 27.

140. James L. Witherspoon, Clark county, Arkansas, south half southwest quarter, section 20, township 7 south, range 19 west, 80 acres.

FEBRUARY 5.

141. Daniel Peil, Pulaski county, Arkansas, east half northeast fractional quarter, section 4, township 1 south, range 12 west, 52.37 acres.

FEBRUARY 10.

142. Jacob Brown, Hempstead county, Arkansas, southwest quarter southeast quarter, section 9, township 10 south, range 25 west, 40 acres.

FEBRUARY 17.

143. Daniel Griffin, Hempstead county, Arkansas, northeast quarter southeast quarter, section 32, township 11 south, range 25 west, 40 acres.

FEBRUARY 17.

144. *Memorandum.*—Deed No. 97 was returned and cancelled, q. v., and this No. 144 was issued in place of it, to correct error, &c.

MARCH 3.

145. Nancy Dickson, Pike county, Arkansas, north half northeast quarter, section 25, township 8 south, range 24 west, 80 acres.

MARCH 6.

146. William F. Kinney, Clark county, Arkansas, north half southwest quarter, section 9, township 7 south, range 20 west, 80 acres.

MARCH 18.

147. William T. Crawley, Clark county, Arkansas, southwest quarter southeast quarter, and northeast quarter southeast quarter, section 13, township 7 south, range 20 west, 80 acres.

MARCH 29.

148. Mrs. Antoinette Arnold, Prairie county, Arkansas, southeast quarter northeast quarter, section 2, township 6 north, range 6 west, 40 acres.

MARCH 29.

149. William A. Trigg, Clark county, Arkansas, northeast quarter southwest quarter, section 3, township 7 south, range 20 west, 40 acres.

MARCH 29.

150. Thomas D. Kingsbury, Clark county, Arkansas, north half southeast quarter, section 9, township 7 south, range 20 west, 80 acres.

JUNE 25.

151. Robert A. Watkins, Pulaski county, Arkansas, west half southeast quarter, section 21, township 2 south, range 11 west, 80 acres.

AUGUST 26.

152. Jonathan Black, Hempstead county, Arkansas, west half northwest quarter, section 28, township 11 south, range 23 west, 80 acres.

SEPTEMBER 1.

153. John C. Green, Hempstead county, Arkansas, southeast quarter section 25, township 11 south, range 21 west, 160 acres.

OCTOBER 11.

154. Matthew Moss, Lafayette county, Arkansas, northeast fractional quarter, and northwest fractional quarter, and southeast fractional quarter, section 2, and fractional section 12, (all north Red river,) township 14 south, range 28 west, 478.72 acres.

OCTOBER 18.

155. Paul J. Carrington, Hempstead county, Arkansas, northwest quarter of southeast quarter, and southwest quarter of northeast quarter, section 35, township 11 south, range 26 west, 80 acres.

MEMPHIS AND LITTLE ROCK RAILROAD COMPANY.

Mr. B. D. Williams, land and general agent of the above-named railroad company, states in letter of November 20, 1867, that the United States government, on the 13th day of August, delivered to this company two certificates of land, under the act of February 9, 1853, amounting in the aggregate to 89,212.90 acres. On the 27th day of May, 1859, we received two more certificates of land, under same act, amounting to 38,025.61 acres, making in all 127,238.51 acres.

The company have sold to actual settlers, and to parties for building the road, or portions of it, 11,643 acres, leaving a balance in the hands of the company of 115,595.51 acres.

Under the act alluded to, this company was and is entitled to 438,648.89 acres, if the same could be found along the line of the road, within fifteen miles of the track on each side. When the company came to select and locate the lands, they found that the State of Arkansas claimed nearly all the lands along the line of the road under a previous grant by Congress to the State, known as the swamp and overflowed land grant, and it was with great difficulty and expense that the 127,238.51 acres were secured to this road.

Mr. Williams states, in his letter, that he is unable to give the names and residences of the purchasers.

That portion of the Memphis and Little Rock railroad from Little Rock to De Vall's Bluff, Arkansas, a distance of forty-nine miles, was completed, and in running order, at the commencement of the rebellion, and was used by the rebels until taken possession of by the United States military authorities, by whom it was used until November 1, 1865, when it was returned to the company.

LITTLE ROCK AND FORT SMITH RAILROAD COMPANY.

So much of the lands granted to the State of Arkansas, by act of Congress approved February 9, 1853, as are situated along the entire length of the line of the Little Rock and Fort Smith railroad, from Little Rock to Fort Smith, were, by act of the legislature of Arkansas, approved January 19, 1855, transferred to the above-named railroad company. By the provisions of the act of Congress referred to, these lands reverted to the United States, in consequence of the failure of the railroad company to complete the road within ten years from the passage of that act; but the grant was renewed by act of Congress approved July 28, 1866. And it is stated in the enclosed copy of annual report of Jesse Turner, esq., president of the railroad company, (November 1, 1866,) that the amount of these lands will be in the neighborhood of 940,000 acres.

This railroad company was incorporated January 22, 1855, by act of the legislature of Arkansas, and, from the date of its organization, has been financially embarrassed, and has suffered heavy losses in consequence of unfortunate investments and the effects of the rebellion. During the war the company suspended operations. A reorganization was effected October 18, 1866. No information is furnished from which the past and present loyalty of the directors and stockholders of the company can be determined.

The following statement exhibits the amount of land sold by the company, and the amount of money received, and yet due for the same, &c. The total number of acres sold and deeded is 2,401.74. Of this amount 1,618.97 acres were sold for \$4,100, upon which, it is presumed, there is yet due \$266 70, with interest; and 782.77 acres were sold to Waddell, Black & Co., the contractors, for \$1,957 and paid for in work done upon the road. There were also sold 120 acres, (for which only title bonds were given,) upon which \$150 was paid, and upon which, it is presumed, there is yet due \$300, with interest.

The total amount of money received on account of land is, therefore, so far as known, \$3,983 30; and the amount yet due is \$566 70, with interest. Of the amount received, but \$2,548 30 is shown upon the treasurer's books as received upon that account; and it is presumed that the balance was received and appropriated in a legitimate but irregular manner by other officers of the company, as was frequently the custom.

Land sold, and amount of money received and yet due for the same.

To whom sold.	No. acres.	Amounts.	Paid.	Due.	Remarks.
Martin Thomas....	38.97	\$97 50	\$97 50		
Alvira Smith.....	40.00	100 00	100 00		
Jacob Miller.....	80.00	200 00	200 00		
C. G. Scott.....	40.00	120 00	120 00		
George Austin.....	40.00	180 00	180 00		
W. J. K. Meadors..	120.00	300 00	300 00		
John R. Meadors..	120.00	300 00	300 00		
Michael Lynch....	142.77	357 00	357 00		Waddell, Black & Co.
J. J. Hinson.....	240.00	600 00	600 00		
Wm. Steward.....	40.00	100 00	100 00		
Joseph Enlow....	80.00	200 00	200 00		
Robert T. Dotson..	20.00	50 00	50 00		
Robert T. Dotson..	40.00	100 00	100 00		
C. Waddell.....	400.00	1,000 00	1,000 00		On acct. W. B. & Co.
George Winkler...	40.00	100 00	100 00		On acct. W. B. & Co.
J. M. Tebbetts....	200.00	500 00	500 00		On acct. W. B. & Co.
J. G. Stevenson....	40.00	100 00	100 00		
John W. Boren....	80.00	200 00	66 65	\$133 35	Presumed.
J. H. Schreiner....	160.00	352 50	352 50		
J. M. Tebbetts....	120.00	300 00	300 00		
Monroe Lipsecomb..	40.00	100 00	100 00		
Olive C. Maxey....	80.00	200 00	66 65	133 35	Presumed.
John B. Luce.....	40.00	100 00	100 00		
G. J. Bronk.....	40.00	100 00	100 00		
Nathan Moore.....	80.00	200 00	200 00		
D. McCaslin.....	40.00	100 00	100 00		
George E. Miller...	80.00	350 00	116 67	233 33	Title bond given, and these am'ts presumed.
M. H. West.....	40.00	100 00	33 33	66 67	Same as preceding.
Total.....	2,521.74	6,507 00	5,940 30	566 70	

The company has advanced no further than to locate the road and grade a few sections.

Any additional information relative to these lands, which may be received in this office, will be promptly forwarded to the Secretary of War, for the use of the committee.

Respectfully, your obedient servant,

D. H. RUCKER,

Acting Quartermaster General, Brevet Major General U. S. A.

General U. S. GRANT,

Secretary of War ad interim, Washington, D. C.

A.

REPORT OF BREVET LIEUTENANT COLONEL A. J. MCGONNIGLE, ASSISTANT QUARTERMASTER UNITED STATES ARMY.

OFFICE CHIEF QUARTERMASTER FIFTH MILITARY DISTRICT,

New Orleans, Louisiana, December 7, 2867.

GENERAL: I have the honor to acknowledge the receipt of communication, with your indorsement of October 24, 1867, calling for report on interrogatories of the Select Committee on Southern Railroads, relative to lands granted by the United States to railroads in southern States, and to forward, herewith enclosed,

report of his excellency B. F. Flanders, governor of Louisiana, dated November 27, 1867, with enclosures, marked A, B, C, and D.

I am, general, very respectfully, your obedient servant,

A. J. MCGONNIGLE,

Bvt. Lt. Col., and A. Q. M., U. S. A., in charge of office.

Brevet Major General D. H. RUCKER,

Acting Quartermaster General U. S. A.,

Washington, D. C.

EXECUTIVE DEPARTMENT, STATE OF LOUISIANA,

New Orleans, November 27, 1867.

GENERAL: Referring to the documents returned herewith, which were referred to me for information relative to the railroads of Louisiana which became beneficiaries of the United States under the act of Congress approved June, 1856, granting lands to the State for railroad purposes, I have the honor to report as follows:

Two railroad companies took advantage of that grant: the Vicksburg and Shreveport Railroad Company and the New Orleans, Opelousas and Great Western Railroad Company.

THE VICKSBURG AND SHREVEPORT RAILROAD COMPANY.

There have been listed to this road 353,000 acres of land and 70,000 acres more claimed on a suspended list; 10,000 acres have been disposed of by the company. (See letter of Mr. Ludeling, herewith, marked A.)

In regard to the use of this road by the rebel authorities, all the information which I have been able to obtain on the subject goes to prove that the principal directors of the road were opposed to the rebellion, and gave it voluntarily no aid; that the road was taken from their control by the rebel authorities against their wishes and without their consent.

Since the close of the war the road has been sold under a decree of court and purchased by Mr. Ludeling. I will add that the judicial proceedings and the sale are now contested as fraudulent.

About one hundred miles of this road had been completed and in running order at the beginning of the war. At present only about forty miles of the road are in operation.

THE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.

Up to the 1st of January, 1861, there had been listed to this road under the grant 642,633 acres of land, and there was at that date a list of about 63,000 acres more, claimed by the company, suspended, and under examination by the department at Washington, making a total of about 705,000 acres. I have not before me the exact number of acres on the suspended list; it may be obtained at the Land Office at Washington.

The printed reports of the company state that only one hundred and seventy-six and one-fifth acres have been sold.

The status of this company, and the use made of the road in aid to the rebellion, are shown in the accompanying documents, furnished herewith, and marked B and C.

Eighty miles of the road, from New Orleans to Berwick's bay, had been completed and were in operation at the beginning of the war, and eighty miles more, from Berwick's bay to Opelousas, were then being graded. The grading was

completed on the latter section, or nearly so, in the spring of 1862; referring for further particulars to the accompanying documents A, B, C, and D.

I have the honor to remain, very respectfully,

BENJ. F. FLANDERS,
Governor of Louisiana.

Major General JOSEPH A. MOWER,
Commanding Fifth Military District, New Orleans.

[A.]

OFFICE VICKSBURG, SHREVEPORT AND TEXAS RAILROAD,
Monroe, Louisiana, November 11, 1867.

SIR: Your letter of the 2d instant has been received. In compliance with your request, I send you a statement showing the number of acres listed to the Vicksburg, Shreveport and Texas railroad; the number of acres claimed; the number of acres suspended, and the number of acres sold by the company. 353,000 acres were listed in 1859; 70,000 acres were suspended; 10,000 acres were sold at private sale.

The company mortgaged their road with all their lands, and such right or claims as they had to the lands granted by the State and Congress. Under this mortgage the road and all the lands were sold.

Respectfully,

JNO. T. LUDELING, *President.*

HON. BENJAMIN F. FLANDERS,
Governor of Louisiana.

[B.]

TENTH ANNUAL REPORT OF THE PRESIDENT AND DIRECTORS OF THE
NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COM-
PANY.

*To the stockholders of the New Orleans, Opelousas and Great Western Rail-
road Company:*

GENTLEMEN: The president and directors respectfully state that, on 12th November last, they made a report to the governor on the affairs of this company, accompanied by one from the chief engineer; that, on 7th December following, they made answers to interrogatories propounded by a joint committee of the legislature "to investigate the affairs of the railroads in which the State is a stockholder," a report of which has been made by the committee.

These papers furnish information to their respective dates, and the president and directors, now presenting their annual report to the stockholders, as required by the charter, beg leave to have them received as part of the same, adding thereto the account of the treasurer of receipts and expenditures, the annual report of the vice-president, and other matters to the present date.

The statement of the treasurer gives, under appropriate heads, the total receipts and disbursements of the company from its organization to the 31st December, 1861. The amount of bills payable is therein stated to have been, at that date, \$553,130 07, which is \$248,366 60 more than on 31st December, 1860. The cause of this increase is explained in the report to the governor, being mainly the construction of about sixty-five miles of road bed, the swamp work near Berwick, and the purchase of rails, and this without being able at the time to effect sales of either our bonds or lands. Recently we have made large sales of bonds, and there being now an active demand for them, the floating debt will be rapidly paid off. It has been reduced \$111,602 72 since the 1st instant, and we have on hand \$163,692 68 in cash, available for same object. We de-

cline, of course, any new loans, are paying all obligations as they mature, and discount such as can be procured of those not yet due.

For full information relative to the business operations of the company special reference is made to the annual report of the vice-president and superintendent, in which will be found comparative statements for the year 1860 and 1861, an inventory of the rolling stock, &c. Under the able direction of this officer the track has been kept in perfect order, the movement of the trains marked by the most exact regularity, strict discipline maintained, no collisions have occurred on the road, nor injury done to passengers in any instance.

A telegraph line has been established between Algiers and New Iberia, to connect with another line extending to Texas, and both will soon be in full operation.

A company having been recently incorporated for the purpose, there is now a fair prospect of an early construction of a road from New Iberia to the Sabine, which, when in operation, must add greatly to our revenues.

The legislature, as authorized by an ordinance of the late convention, has passed an act (copy herewith) for the payment in bonds of the balance of its subscription to the stock of this company—say \$550,000. This is a very important measure, as it adds about half a million to the available capital of the company, and will prove highly advantageous to the State, as is clearly shown in the convention statement herewith. With this fund for the purchase of iron we can go on with our present means, as fast as realized, in preparing the road bed for the rails, about sixty-five miles beyond our completed road being now ready. These resources are the remaining bonds of the company, balances yet due and unpaid on stock subscriptions, and some 700,000 acres of very valuable lands. Applications are now on file for a large amount of these lands, and as we progress with the construction of the road through them they will be rapidly disposed of.

The affairs of the company are now in the best condition, and the prospects for the future very encouraging.

WILLIAM G. HEWES, *President.*

NEW ORLEANS, *January 27, 1862.*

Treasurer's report.

RECEIPTS.

Private stock.....		\$674,589 81
City New Orleans tax.....	\$189,664 58	
* Less reimbursed.....	9,634 61	
		180,029 97
Parish Orleans, right bank.....	73,744 62	
* Less reimbursed.....	25,752 37	
		47,992 25
Parish St. Mary tax.....	139,613 34	
* Less reimbursed.....	17,158 75	
		122,454 59
Parish St. Landry tax.....	94,078 13	
* Less reimbursed.....	31,902 35	
		62,175 78
Parish Lafayette tax.....	17,089 74	
* Less reimbursed.....	12 00	
		17,077 74
City bonds.....		1,500,000 00
State of Louisiana.....		650,000 00
Mail service, per last report.....	\$56,178 71	
Mail service, 1861.....	13,712 80	
		69,891 51
Express, per last report.....	3,885 51	
Express, 1861.....	1,400 00	
		5,285 51

* Taxes returned, under 13th section of the charter, to tax payers who are stockholders by subscription.

Freight, per last report.....	\$1,036,762 29	
Freight, 1861.....	265,752 30	
		\$1,302,514 59
Passengers, per last report.....	610,878 74	
Passengers, 1861.....	120,918 56	
		731,797 30
Total earnings, per last report.....	1,707,705 25	
Total earnings, 1861.....	401,783 66	
		\$2,109,488 91
Company bonds.....		644,000 00
Bills payable.....	553,130 07	
Sundries.....	4,325 71	
		557,455 78
		<u>6,565,264 83</u>

EXPENDITURES.

Right of way.....		\$24,041 20
Expenses.....		241,286 16
Interest.....	\$417,077 14	
Discount city bonds.....	284,834 98	
Discount State bonds.....	25,300 26	
Discount company bonds.....	124,407 93	
Interest on company bonds.....	99,110 25	
		950,730 56
Depots and stations.....		268,193 00
Cocodrie lands and saw-mill.....		4,797 62
Steamboats and barges.....		78,062 73
Gretna property.....		30,655 08
Public lands.....		10,070 12
Bridges.....		115,162 77
Construction first grand division.....		2,356,097 72
Construction second grand division.....		212,358 55
Construction third grand division.....		84,938 44
Iron.....		44,809 27
Machinery.....		53,169 71
Rolling stock.....		488,607 32
Maintenance of way.....		634,069 78
Transportation.....		880,150 92
Balance on hand—		
City bonds.....	\$5,000 00	
Bills receivable.....	6,417 50	
Confederate States navy department dues.....	5,619 46	
Confederate States post office department dues.....	3,010 98	
Cash.....	68,016 54	
		88,064 48
		<u>6,565,264 83</u>

NEW ORLEANS, *December 31, 1861.*

DEPOT N. O., O. & G. W. RAILROAD COMPANY,
Algiers, *December 31, 1861.*

WILLIAM G. HEWES, Esq., *President:*

This the tenth annual report of the operations of this road is respectfully submitted for your consideration.

In presenting the same it is no small gratification to me to be able to say, that the labors of the officers and employés during the past year have been eminently successful in point of safety, economy and despatch.

No material damage to the property of the company has been sustained from accidents, nor has the slightest injury occurred to either passengers or employés.

The work upon the track has been fully equal to the wear and decay, and the whole is at present in fine order.

The engines and passenger and freight cars of all kinds are also in good order, the repairs at all times having been fully equal to their depreciation from use.

At times, during a portion of the season, the rolling stock is hardly sufficient for the transportation of the down freight as fast as it offers, though no serious delays have yet occurred.

The station buildings and platforms are all in a good state of preservation, with the exception of the depot at Brashear City, which requires a new roof.

It was demonstrated in the last annual report that the wear of rails was within a fraction of one per cent. per annum, and therefore six thousand dollars are added to the cost of maintenance of way for renewal of rails during the past year, though no new ones have been used. All those which have been removed have been replaced by cutting and repairing a portion of those previously taken out and accounted for.

It was also shown in the same report that the decay and renewal of cross-ties was at the rate of about seven per cent. per annum, and therefore ten thousand dollars of the cost during the year is put to maintenance of way.

The following expenses have been incurred during the year, the whole being condensed from the monthly returns of officers and foremen on file in the office:

Expenses of operating trains and maintenance of way.

PASSENGER TRAINS.

	1860.	1861.
Salaries of agents, conductors, &c.....	\$11,181 53	\$9,942 87
Portions of labor at way stations.....	3,313 30	3,176 92
Salaries of engineers and firemen.....	7,614 76	5,668 01
Labor, repairing engines.....	2,316 21	571 05
Materials for same.....	927 30	220 92
Labor, repairing cars.....	3,845 59	1,930 25
Materials for same.....	2,326 98	1,166 54
Sundry expenses in operating trains.....	5,267 73	10,652 00
Portion of labor, company's shop.....	364 31	350 08
	<u>37,157 71</u>	<u>33,678 64</u>

FREIGHT TRAINS.

	1860.	1861.
Salaries of agents and clerks at Algiers.....	\$8,201 20	\$7,178 25
Conductors and train hands.....	12,592 94	8,959 21
Portion of station agents' pay roll.....	29,027 31	25,706 42
Salaries of engineers and firemen.....	17,109 59	14,192 66
Labor, repairing engines.....	4,406 27	3,887 04
Materials for same.....	3,004 30	1,571 50
Labor, repairing cars.....	3,599 38	3,646 84
Materials for same.....	3,114 80	2,743 09
Portion of labor in shop.....	1,134 73	1,241 05
Sundries expended in operating trains.....	12,221 37	17,066 16
Salaries of master machinist and clerk.....	2,561 00	2,700 00
Labor at wood and water stations.....	6,134 15	5,550 81
	<u>103,107 10</u>	<u>94,443 03</u>

FERRIAGE.

	1860.	1861.
Pay rolls of steamboat.....	\$7,008 66	\$6,100 26
Pay rolls of barges.....	31,165 50	25,849 67
Cost of fuel for steamboat.....	4,681 51	4,862 87
Sundries expended.....	1,600 04	813 36
Repairs in company's shop.....	1,224 41	424 14
	<u>45,680 42</u>	<u>38,050 30</u>

FORFEITURE OF LANDS GRANTED

MAINTENANCE OF WAY.

	1860.	1861.
Adjusting track	\$26,026 28	\$27,829 47
Shaping road bed	5,887 71	3,939 79
Weeding road bed	8,462 44	8,424 51
Inspecting and watching	3,839 13	3,737 40
Sundry repairs	2,443 15	2,584 60
Tools, materials, and stores	3,389 68	2,189 08
Repairs of hand cars	685 29	484 73
Road master and switchmen	3,100 20	3,100 20
Bridge tenders	2,493 75	2,642 42
Renewal of rails	6,000 00	6,000 00
Renewal of ties	10,000 00	10,000 00
	<u>72,327 63</u>	<u>70,932 20</u>

RECAPITULATION.

	1860.	1861.
Passenger trains	\$37,157 71	\$33,678 64
Freight trains	103,107 10	94,443 03
Ferriage	45,680 42	38,050 30
Maintenance of way	72,327 63	70,932 20
Total operating expenses and maintenance of way	<u>258,272 86</u>	<u>237,104 17</u>

During the year 1860 expenditures were made in the superintendents' department in addition to the foregoing: for steamboats, barges, depots, buildings, new cars, constructions, &c., to the amount of \$215,908 82, making a total of \$474,181 68. This year the outlays in addition to current expenses (including cost of telegraph line,) have been \$43,755 41, making a total of \$280,859 58—say \$193,322 10 less than previous year.

The cost of operating the trains and maintenance of way has been but \$21,168 69 less than that of 1860. The reduction owing to the improved condition of the road and its equipment would have been much greater, but for an increase in the prices of almost all kinds of material and stores.

SUNDRIES TRANSPORTED.

	1860.	1861.
Hogsheads of sugar	25,148	33,470
Barrels of sugar	626	647
Barrels of molasses	45,728	78,414
Half barrels of molasses	4,288	7,156
Bales of cotton	15,237	8,621
Bales of moss and wool	3,761	1,270
Sacks potatoes and onions	3,042	4,300
Horses and mules	361	265
Beeves	14,651	25,678
Calves	16,419	18,244
Sheep and hogs	1,613	4,906
Sacks oysters	4,408	437
Hides	12,401	6,480

MILES RUN BY TRAINS.

	1860.	1861.
Passengers	71 750	67,816
Freight	108,454	101,212
Ballasting	13,040	1,493
	<u>193,244</u>	<u>170,521</u>

PASSENGERS CARRIED.

	1860.	1861.
Local passengers	44,679	55,043
Through Texas	28,783	7,600
	<u>73,462</u>	<u>62,643</u>

INVENTORY AND VALUATION OF ROLLING STOCK.

8 first-class locomotives, each \$8,500	\$68,000
3 second-class locomotives, each \$7,000	21,000
1 switching locomotive, \$6,500	6,500
8 first-class passenger cars, each \$2,450	19,600
6 second-class passenger cars, each \$1,500	9,000
5 baggage cars, each \$1,200	6,000
2 express cars, each \$1,000	2,000
95 freight box cars, each \$800	76,000
76 freight platform cars, each \$700	53,200
38 freight stock cars, each \$750	28,500
	<u>289,800</u>

GROSS EARNINGS.

	1860.	1861.
From local passengers	\$115,601 69	\$105,140 96
From Texas passengers	54,724 25	15,777 60
From mail service	16,000 00	13,712 80
From express	5,471 27	5,665 74
From outward local freight	90,888 35	54,488 46
From inward local freight	125,547 82	179,985 33
From Texas local freight	73,688 49	27,012 77
	<u>481,921 77</u>	<u>401,783 66</u>

It will be seen that the gross earnings are \$80,138 21 less than those last year. This arises solely from the interruption of the Texas steamers by the blockade, that part of our business having fallen off \$85,622 37, while the local earnings have increased \$5,484 16.

Five thousand three hundred and twenty-one troops have been transported at less than our regular rates	\$12,335 76
Twelve hundred and forty from various causes have passed free, whose fare would have amounted to	4,964 00
Freights at half rates for government have amounted to	468 79
And that carried free for the free market and other charitable institutions	531 83
	<u>18,300 37</u>

Note.

FEBRUARY 13, 1862.

1. The gross earnings for 1861 were	\$401,783
The operating expenses, excluding ferriage, but including maintenance of way	199,054
Net railroad earnings	202,729
or about 50½ per cent. on gross earnings.	
The ferriage expenses, amounting to	38,050
Reduce the gain to	<u>164,679</u>

Or about 41 per cent. on the gross earnings.

- The number of bonds sold to this date is 1,165, and the floating debt is being rapidly reduced.
- Contracts are now being made for completion of the road-bed to Opelousas within the present year.

Annual report of the New Orleans, Opelousas and Great Western Railroad Company to the Governor of the State of Louisiana, November, 1861.

SIR: In obedience to an act of the legislature of the State, No. 117, approved March 15, 1856, the president and directors of the New Orleans, Opelousas and Great Western Railroad Company respectfully submit the following report:

The accounts of this company are made up annually, to 31st December. These accounts were given in our last report to the stockholders, showing the actual condition of affairs at that date. A printed copy of said report is herewith furnished for reference. At the close of the present year a full statement of receipts and disbursements will be made, in the annual report to the stockholders, copies of which will be furnished to your excellency and to the presiding officers and members of the two houses of the general assembly.

The capital stock of this company, as fixed by the charter, is \$6,000,000, subscriptions to which were made as follows:

By the State of Louisiana, payable in bonds	\$1,200,000
By the city of New Orleans, payable in bonds	1,500,000
By the city and parishes, by taxes, the stock to be issued to the tax payers, as follows:	
By the city of New Orleans	\$250,000
By the parish of Orleans, right bank	75,000
By the parish of St. Mary	156,600
By the parish of St. Landry	115,625
By the parish of Lafayette	33,400
By the parish of St. Martin	103,775
Less annulled by St. Martin	734,400
Tax illegally assessed	103,775
	<u>630,625</u>
Individual subscriptions	762,800
	<u>4,093,425</u>
Total subscriptions to the capital of \$6,000,000	<u>4,093,425</u>

PAYMENTS.

State of Louisiana, in bonds	\$650,000 00
City of New Orleans, in bonds	1,500,000 00
City of New Orleans, tax	\$250,000 00
Less reimbursed *	\$9,634 61
Less unpaid	60,335 42
	<u>69,070 03</u>
	paid 180,029 97
Orleans, right bank, tax	75,000 00
Less reimbursed *	25,750 37
Less unpaid	1,255 38
	<u>27,007 75</u>
	paid 47,992 25
St. Mary tax	156,600 00
Less reimbursed *	17,158 85
Less unpaid	16,986 66
	<u>34,145 51</u>
	paid 122,454 49
St. Landry tax	115,625 00
Less reimbursed *	31,902 35
Less unpaid	21,546 87
	<u>53,449 22</u>
	paid 62,175 78
Lafayette tax	33,400 00
Less reimbursed *	12 00
Less unpaid	16,310 26
	<u>16,322 26</u>
	paid 17,077 74

* Taxes returned, under 15th section charter, to tax-payers who are stockholders by subscription.

Individual subscription.....	\$762,800 00	
Less unpaid.....	89,135 36	
	<u>paid</u>	<u>\$673,664 64</u>
Total payments in cash and bonds.....		3,253,394 87

UNPAID.

State	\$550,000 00	
City, exclusive of interest	60,335 42	
Orleans, right bank, exclusive of interest.....	1,255 38	
St. Mary, exclusive of interest	16,986 66	
St. Landry, exclusive of interest.....	21,546 87	
Lafayette, exclusive of interest	16,310 26	
Individuals, exclusive of interest	89,135 36	
	<u>755,569 95</u>	
Remaining unpaid	84,460 18	
Add reimbursements to this time		840,030 13
		<u>4,093,425 00,</u>
Total, paid and unpaid		

By the charter, the State is to furnish bonds for its share of the capital stock in proportion of *one-fourth* of actual payments by other subscribers. These payments, amounting to \$2,603,394 87, and one-fourth being \$650,848 72, the payment of \$650,000 in bonds is the whole amount that can be claimed by the company at this time; and this amount of bonds has been furnished, constituting the State owner of one-fifth of the present paid up capital stock.

The *tax* subscription by the city was \$250,000, and a tax of one-sixth of one per cent. was levied to pay the same. The assessed value of property was \$62,779,237, which, at one-sixth per cent., produced only \$209,264 12; and as the ordinance authorizing the tax was submitted to and sanctioned by a vote of the people, there are now no legal means for collecting the difference of \$40,735 88, and this sum is considered null and lost to the company.

The tax then was.....	\$209,264 12
From which deducting reimbursements.....	9,634 61
	<u>199,629 51</u>
The balance to be collected was.....	199,629 51
The collections made by the city and paid over to the company are.....	180,029 97
	<u>19,599 54</u>
Uncollected.....	19,599 54

This balance is represented as being mostly in small sums, and many debtors dead, failed, or removed from the city. Special collectors have been employed, but, to the extent of the above balance, we have failed in getting payment.

By the preceding it will be seen that of the fixed capital of \$6,000,000 only \$4,093,425 was subscribed, and that of this subscription the amount paid in cash and bond was.....	\$3,253,394 87
The discount on sales of the State bonds was...	\$25,300 76
And on city bonds.....	284,834 98
	<u>310,135 74</u>

Total amount of capital stock actually realized..... 2,943,259 13

With less than half of the fixed capital of the company realized, and in view of the immense importance of an early completion of the road, the board of directors decided, in 1859, to issue first mortgage eight per cent. bonds to the amount of \$2,000,000, and our report of January, 1860, concluded with these words: "With the remaining bonds and the very valuable lands to be acquired

as we proceed with the construction of the road, we can have ample resources for paying off our whole floating debt and for carrying out all the requirements of the charter. It remains, however, to be seen whether they who have such a deep interest in our success will, by purchasing the bonds, aid in pushing the work rapidly through, or whether the road is to be constructed slowly, as means are grudgingly provided, and the great benefits to result from its completion be unwisely delayed."

In the first year three hundred and forty bonds were sold, one-third of which were taken by directors of the company. The total number disposed of to this time is only five hundred and sixty-nine, all at eighty per cent., giving to the purchasers ten per cent. on investment; and this notwithstanding the most strenuous exertions on the part of the board to interest our merchants, planters, and public institutions in the construction of a road promising incalculable benefits to the city and the section of country through which it runs. This has been not from want of confidence in the bonds, but from the fact that throughout the past year money could be invested in personal securities at a much higher rate of interest.

Notwithstanding these discouragements, and the great desire of the board, so frequently expressed, to reduce our floating debt, and, if possible, to pay it off entirely, they determined, as the work admitted of no delay, to contract for crossing Berwick's bay, and for continuing the road through the parish of St. Mary to New Iberia, in order that there should be no disappointment in effecting a through communication with Texas, should the Texas and New Orleans Railroad Company push forward their work to that place, and this we were assured would be done in a very short time. For details of the execution of this resolution of the board, reference is made to the report of the chief engineer, herewith submitted.

There being much misapprehension as to the rights and obligations of this company, it is as well to state that the line of this road is fixed by the charter, and that is from Algiers to Berwick's bay, thence to New Iberia, Vermillionville, and Opelousas, and thence to the Sabine river. All our operations have been on this line. However desirable it may be to have a branch running west from New Iberia, to connect at the Sabine with the Texas and New Orleans road, there is no *right* nor obligation on the part of this company to construct the same. In 1859, on erroneous information given to the legislature of our intention to deviate from the line given in the charter and to build this branch, a bill was introduced, and passed one branch of the general assembly, restraining the company from collecting the taxes due in the parish of St. Landry, which bill was dropped on a showing of no foundation whatever for the charge. In the same year, by act approved 17th March, a charter to build this branch was granted to the Texas and New Orleans Railroad Company, and they term it the Louisiana division of their road.

Late events—the interruption of our sea communication with Texas and the difficulties of the land route—have now made evident to all the vast importance of the continuation and completion of the Opelousas railroad; and it is hoped that, in the present dearth of personal securities, heretofore obtainable at high rates of interest, capitalists will now come forward and invest in the bonds of this company, which are so well secured, and the interest on which has been and will continue to be punctually paid.

During the past year we have extended the graduation from Berwick to New Iberia, and thence to Bayou Vermillion, a distance of over sixty miles. Contracts were made for four thousand tons of rails, of which eleven hundred tons have been received, but the delivery of the remainder, delayed at first by the threatening aspect of public affairs, inducing much caution on the part of contractors, has been entirely prevented by the war, and this is our present position in regard to construction. For the future our hope and expectation are

that the State will, as authorized by the late convention, pay in bonds the remainder of its subscription as fast as we prepare the roadway for the rails. It is very desirable that this work should soon be done, so that on a return of peace the iron may be at once procured and the road, in its whole extent, be put in immediate operation for the immense business sure to follow its completion to the Sabine.

There would then be an active demand for the lands on the line, amounting to some seven hundred thousand acres, and valued at about \$3,500,000, exceeding the whole paid-up capital of the company. For this reason it will be greatly to the advantage of the State to pay the balance of its subscription, becoming in that case one-third owner of the stock, instead of one-fifth, as at present, and realizing that much larger share of the land donation. This is so clearly shown in a statement made to the convention by our chief engineer that a copy is appended to this report.

With the additional capital realized by the payment of the balance of the State subscription, the sales of our bonds and lands, and the collection of past due subscriptions, the company would have, on a return of peace, ample means for building and equipping the whole road to the Sabine, paying off the floating debt, and probably a large surplus.

The work done the past year, without effecting sales either of lands or bonds, has, of course, added considerably to the amount of our bills payable, for in no other way than by borrowing on pledges of the bonds could it have been carried on. We report renewals of loans, thus far, on fair terms, and punctual payment at maturity of all our other liabilities, including monthly deposits in the Louisiana State Bank for the interest on our bonds.

The track and the rolling stock are in excellent condition throughout, requiring little or no extra outlay this year, and the earnings of the company, seriously affected since the commencement of the war, are now improving, and, for the times, are very satisfactory.

I am, sir, with great respect, your most obedient servant,

WILLIAM G. HEWES, *President.*

THE CONVENTION AND OUR RAILROADS.

An ordinance is before the convention which has for its object to empower the State legislature to authorize the issue of State bonds at the rate of \$6,000 per mile, for each mile of graded roadway ready for the track, on which the track is not laid—in behalf of those roads only in which the State is now a stockholder; provided, however, that no more than the unpaid balances of her present subscription to the capital stock of said roads shall be thus paid by the State. The object of this ordinance seems to be the suspension—in behalf of the three railroads now in progress, in which the State is now a stockholder, viz: the Vicksburg, Shreveport and Texas railroad, the Grosse Tete railroad, and the Opelousas railroad—of a constitutional provision which prohibits the payment of the State's subscription except in proportion to the total amount of capital stock of each company paid in by all other parties.

The capital stock of the New Orleans, Opelousas and Great Western Railroad Company was fixed at \$6,000,000, and the State's subscription of one-fifth is \$1,200,000, or 48,000 shares of \$25 each. On this the State has issued to date \$650,000 in bonds, equal to 26,000 shares; leaving \$550,000, or 22,000 shares, unpaid.

Since the State subscribed to the stock of this company, the company have received from the late United States a grant of land amounting to about 700,000 acres. It is clear that if the road can be built for less than the six millions of

stock, the sales of land furnishing the means, instead of stock subscriptions, the road, when finished, will be much more valuable to the stockholders. If, therefore, this company obtain money on bonds to build their road, and afterwards pay off the bonds by the proceeds of their land sales, as will be done, then the road will be unencumbered, and represented by only three and a half to four millions of stock in place of six millions. Would it not be wiser to aid the company by paying up the State subscription in full, as the city of New Orleans did with her \$1,500,000 subscription, than to compel the company to issue \$6,000,000 of stock and then pay up, as the State would have to do by existing laws? In the one case the \$1,200,000 subscribed by the State would give her the ownership of one-third of the road and its earnings, when completed, whilst, in the other, the same amount would give her but one-fifth.

On the first one hundred and twenty-five miles of their line this company have but a limited quantity of land, the largest portion lying beyond Opelousas. On reaching Opelousas the sales of land will insure the rapid extension and completion of the road to the Sabine river, or eastern boundary of Texas. The object now is to reach Opelousas at the earliest possible period, and the aid of the State, as provided for in the ordinance before the convention, would accomplish this object. By July next about seventy-five miles of roadway will be graded and ready for the track, and the whole eighty-five miles, extending from Berwick's bay to Opelousas, can be graded by October or November next. The balance of the State's subscription would furnish the rails for this eighty-five miles of road, and leave the Opelousas company in a condition to complete their road to Texas, without embarrassment or loss of time.

The State now owns 1,400,000 acres of land within the limits of the Opelousas railroad grant, or twice the amount belonging to the railway company. Fully 1,000,000 acres of this is within the "six mile limits," and if sold at a minimum of \$2 50 per acre, the price fixed on the same by the late United States, after the building of the railroad, would realize to the State \$2,500,000; add the remaining 400,000 acres at \$1 25, and the total is \$3,000,000. Nearly the whole of this land is at present unsalable, and will be so till the railroad is finished; then it will sell rapidly.

The extension of the Opelousas road insures also the completion of the Louisiana division of the Texas and New Orleans railroad, extending from Houston, Texas, to a junction with the Opelousas road. The legislature have just passed a bill to aid the Texas and New Orleans railroad by a grant of land. Within the limits of that road our State owns about 700,000 acres of land, and between both roads she owns 1,500,000 acres, or a total in all, within the grants of both roads and between both, of 3,600,000 acres, all of which would be made valuable and salable by the completion of these railroads. As a great landed proprietor, then, the State should have the power, through her legislature, to encourage the early completion of the Opelousas railroad, if she deems it wise to give this encouragement. The ordinance, as I understand it, only empowers the legislature to act.

Is it not sound State policy to encourage the settlement and development of the sparsely settled portions of the parishes of Calcasieu, Rapides, St. Landry, and Vermillion, and thus to diminish the ratio of taxation by distributing the burden among a greater number? Do not all the other States foster and aid their railways? The wisdom of so doing is fully exemplified in the case of Georgia.

The Opelousas railroad will be 258 miles in length, and will have connection with the Red river valley, southwestern Louisiana, northern and northwestern Texas, and all southern and middle Texas. With its small capital of three and a half to four millions, it must pay heavy dividends. The State, by completing her subscription, will make her stock a profitable investment, and secure what she has already paid against the possibility of loss, besides developing her territory and making her 3,600,000 acres of land salable.

In a military point of view this road is a necessity, for without it Texas might as well be at the Rocky mountains, if troops have to march 500 miles overland in case of war. The rapid concentration of troops at any point in the Confederate States is of the greatest importance.

Commercially this railway connection with Texas is a necessity to New Orleans and to Louisiana, if we are to maintain New Orleans as the great centre of trade of the southwest—the exporting and importing depot of the southern States.

Why should not the State, like the city of New Orleans, pay up her subscription in full, in view of the immense importance, at this juncture, of the immediate completion of the railway connection with Texas? View the question in any light whatever, and the State will be vastly benefited without the possibility of losing in any way. In any event the convention would simply authorize the legislature to do a certain thing—nothing more. Our great railroads are no longer an experiment; their standing is well known, their importance generally appreciated. B.

Engineer's report.

ENGINEER'S OFFICE, N. O., O. AND G. W. R. R. Co.,
Brashear, La., November 8, 1861.

DEAR SIR: As requested by you, I submit a report upon the condition of the works on construction of new road beyond Berwick's bay, at the time when the progress of our people's war for national independence interrupted further operations.

Commencing on the west side of Berwick's bay, the clearing and the roadway graduation thence are completed, with the slight exceptions specified below, continuously for sixty-three miles, or to a point in the parish of Lafayette, north of the Bayou Vermillion and about one mile this side of Vermillionville. On this portion of our line the road crossings have all been constructed, and many of them planked. Many of the cattle-pits are in at the line fences. Preparations have been made to build culverts and abutments of brick masonry at nearly all of the openings left for drainage along the line, and some of these were completed before the work was stopped.

Ample height and flat slopes have been given to all of the embankments, and the ditches generally are wide, deep and continuous, affording thorough drainage. Suitable openings have been left, where needed, for the cross drainage of the adjacent country, and of the plantations along the line, but no important bridges are required on this part of our line except at the Bayou Vermillion. This bridge is designed to be constructed of iron, and its total length will be 235 feet, divided into two fixed portions—one at each end—of 40 feet clear span each, and a revolving draw, with two clear openings of 60 feet each, in the middle, supported upon a pier of brick masonry. The abutments for this bridge are, in part, constructed; each having been carried up several feet.

The embankment across the cypress swamps and sea-marsh, near Berwick's bay, done by contractor Knox with dredging machinery, was completed in the most substantial and satisfactory manner, in the month of February last. The width of the swamps and marsh thus embanked is near three miles, and the embankment, after having been completed nine months, is firm, solid, and equal to any other on the line. This work cost our company about \$37,500, which is considerably less than half of what would necessarily have been expended had the plan of piling and filling in with earth, hauled in cars, been adopted, as was at first contemplated. This mode of constructing a railway embankment over our low cypress swamps and boggy marshes, subject to a tidal overflow,

was an untried experiment, involving, as was thought by many, a great risk of failure, in consequence of the difficulty of keeping the material thrown up by the dredging machine in place, while yet soft and wet, or preventing it from sliding back into the dredging machine canal. In a few instances "slides" did occur, but all such difficulties were surmounted, and the final result is a roadway as good if not much better than any other across any of the numerous swamps and marshy prairies on our constructed line of railway, at a cost near \$50,000 less than the plan of piling and filling in would have required.

Two substantial pile bridges have been completed in the marshy prairie, across the Bayou Black and the dredging machine canal, and cross-ties placed thereon ready for the rails.

The only work yet to be done on the sixty-three miles, extending from Berwick's bay to a point near Vermillionville, before the track or the lines of rails are laid down, comprises less than half a mile of surface graduation, on high land, at Mrs. Mead's place on the Bayou Teche, the embanking of one and a half miles of swamp, where the ground has been cleared and drained off for same, just east of the Bayou Salé highland, the finishing off of a portion of the high embankment on the north side of Vermillion valley, and the construction of the balance of the cattle-pits at the line fences of the culverts, small bridges, &c.

The track-laying can be commenced at any time, and no delay need occur at any point in continuing it, except perhaps at the Salé swamp, and there not much, if any, time would be lost. The cattle-pits, bridges, &c., would be constructed in advance of the track, as that progressed, as is customary.

The company has on hand, on the west side of Berwick's bay, about 11,500 cross-ties, or cross-sleepers; most of these are sawed, but part are hewed; all are of sound selected cypress. These cross-ties are six inches thick, by from ten to twelve inches face, on both sides, and eleven feet long.

The work done beyond Berwick's bay is of the best and most substantial character in every respect, and such as fully meets the requirements of a first-class railway. The embankments are high, with very flat slopes, the ditches wide, deep, and continuous, to secure perfect drainage, the curves few in number and very light, the grades very easy, nearly level, and the whole line so constructed as not to be exposed, in any manner, to interruption, when finished and in operation, by rain storms, however protracted.

With such a road-bed, with rails of good height, well finished, and laid upon long and heavy cross-ties, we may confidently anticipate the economical maintenance of a smooth and firm track for the rolling stock, and the transaction of the heaviest business at the least possible cost; the maintenance of a smooth and firm track, at the least cost, being the basis of railway economy.

From Vermillionville to Opelousas the distance, by our line, is twenty-two miles, most of it over the high and level prairies of that region. This portion of the road could be built rapidly and cheaply. No swamps have to be encountered here; in fact, none from Vermillionville to the Sabine river. Between Vermillionville and Opelousas there are four streams—the Caron-Cro, Bourbon, Callahan, and Lesson—with their valleys to cross; each of these will need a bridge of about one hundred feet span.

From Opelousas to Pine Prairie, where the branch to Alexandria, on Red river, will diverge, the distance is twenty-five miles; the whole being a high and very level prairie country, with here and there a patch of woods. No streams of any consequence occur on this part of our line.

From Pine Prairie to the Sabine river is sixty-eight miles, nearly all of it being a piney-woods region. Total distance from Berwick's bay to the Sabine river one hundred and seventy-eight miles, of which one hundred and fifteen miles have yet to be graded.

The company's lands are now being examined, described, and classified with a view of fixing the prices of each tract to be sold, according to its character,

value, and locality. A large proportion of these lands, particularly those between Berwick's bay and Opelousas, are valuable, and well adapted for sugar cane, cotton, corn, &c. Were peace restored, our country's independence achieved, and our road completed to Vermillionville, Opelousas, or to the Sabine, these lands would sell rapidly at remunerative prices, and thus contribute largely towards the cost of construction.

Very respectfully, yours,

G. W. R. BAYLEY,
Chief Engineer and Land Agent.

WM. G. HEWES, Esq., *President.*

Report of the Joint Committee to investigate the affairs of the railroads in which the State is a stockholder, to the legislature of the State of Louisiana.

JOINT RESOLUTION.

Resolved by the senate and house of representatives of the State of Louisiana in general assembly convened, That a joint committee, composed of five members of the senate and seven members of the house of representatives, be appointed to examine the condition of the railroad companies in which the State is a stockholder; provided, the committee to be appointed for the purpose shall not be absent for the discharge of their duties longer than the recess of the legislature, should there be any, unless with the express consent of the legislature. That the reports of all the railroads be referred to the committee.

Adopted November 28, 1861.

Senate committee.—B. R. Gantt, E. Lawrence, J. Laidlaw, Wilson, Wall.

House committee.—J. M. Moore, J. A. Breau, G. H. Jones, J. G. McLearn, A. C. Bickham, O. Harrang, G. Le Roy.

At a meeting of the joint committee on railroads, held in the city of New Orleans, December 5, 1861, at the office of the N. O., O. and G. W. Railroad Company, Mr. J. J. Osborne was appointed secretary of the committee.

J. J. OSBORNE, *Secretary.*

REPORT.

[All in reference to other railroads omitted.]

The joint committee appointed to examine into the affairs and condition of the various railroad companies in which the State is a stockholder, make the following report:

The New Orleans, Opelousas, and Great Western Railroad Company are running daily trains to Berwick's bay. We found the track and the rolling-stock in excellent condition throughout, and the president and directors of the road appear to be using due economy during these troubled times.

The company are in a great measure without funds to enable them, at present, further to prosecute the work they have undertaken, nor can they, without selling their mortgage bonds, and we are pleased to learn that now there is some demand for them.

We annex answers to the various questions put by the committee:

Proceedings of the joint committee appointed to investigate the affairs of the railroads in which the State is a stockholder.

OFFICE OF THE N. O., O., & G. W. RAILROAD CO.,
New Orleans, December 5, 1861.

The joint committee met at 11 o'clock a. m., according to previous notice.

Present on the part of the senate committee: Hons. J. Laidlaw, B. R. Gantt,

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E. Lawrence, by proxy, held by Mr. Laidlaw—three senators ; and on the part of the house of representatives : Hons. J. M. Moore, J. G. McLearn, A. C. Bickham, and G. H. Jones. There being a quorum, on motion of Hon. Mr. J. Laidlaw, Mr J. J. Osborne was appointed secretary of the joint committee.

Mr. W. G. Hewes, president of the New Orleans, Opelousas, and Great Western Railroad Company, being in attendance on the committee, when the Hon. Mr. Laidlaw propounded the following interrogatories to him, to wit:

1. Give copy of the correspondence between the board and the adjutant general in regard to the transportation of troops, &c., over the New Orleans Opelousas and Great Western railroad.

2. Give statement exhibiting the number of troops, &c., carried over the road, and the amount charged and received from the confederate government.

3. State the amount of receipts up to the 1st of November, 1861, since last report, the expenses incurred, the condition of the road, the prospects of its continuation, and, generally, such information as may in your judgment be useful to the committee.

4. Give copy of the correspondence with the attorney of the company in regard to the sale of lands claimed by the road.

The Hon. J. G. McLearn also propounded the following interrogatories :

5. Have any State bonds been sold, and at what price?

6. What amount of private subscriptions have been paid since the last report, and what amount of reimbursements have been made?

7. What amount of taxes have been paid, and how much is still due on private subscriptions and taxes?

8. Please give the amount of bad and doubtful subscriptions.

9. How much land has the company sold during the past year, and at what average price?

On motion, the committee adjourned to meet to-morrow at 11 o'clock a. m., at the office of the New Orleans, Jackson, and Great Northern Railroad Company.

OFFICE N. O., O. & G. W. RAILROAD COMPANY,
December 7, 1861.

Hon. JOHN LAIDLAW,

Chairman Joint Committee Legislature of Louisiana :

SIR: I have the honor to transmit herewith answers to the questions propounded, and also, as requested by the committee, "to give, generally, such information as may be useful."

1. The correspondence in regard to transportation of troops, &c , over the road.

OFFICE N. O., O. & G. W. RAILROAD COMPANY,
New Orleans, April 20, 1861.

His Excellency THOMAS O. MOORE,

Governor of the State of Louisiana :

DEAR SIR: I have the honor to transmit herewith extract from the minutes, 17th instant, of the board of directors of this company.

I am, sir, with great respect, your most obedient servant,

WILLIAM G. HEWES, *President.*

"The president reported as follows : That in view of the possibility of some hostile attempt being made in Berwick's bay, he had given instructions to have steam on the locomotives whilst at Brashear, and in case of alarm to have all the cars instantly withdrawn and brought to Algiers, information of the fact to be immediately communicated to him by night or day.

"That, having been advised of a military company at Houma being ordered

to the city, he had sent express cars for them, and had them landed on the levee free of charge to the State.

"On motion, the action of the president was approved, and the following resolution unanimously adopted:

"*Resolved*, That during the continuance of existing difficulties the president be, and is hereby, authorized to transport over this road volunteer military companies, or troops of the State or of the confederation, and all munitions of war, &c., free of charge."

"A true copy from the minutes:

"B. F. FLANDERS, *Secretary*."

HEADQUARTERS LA. MILITIA, ADJUTANT GENERAL'S OFFICE,
New Orleans, April 20, 1861.

SIR: I am instructed by his excellency Governor T. O. Moore to acknowledge receipt of your communication of this date, enclosing a copy of the proceedings held by the board of directors of the New Orleans, Opelousas, and Great Western Railroad Company, on the 17th instant, at which a resolution was unanimously adopted, tendering to the State and to the Confederate States to transport troops and munitions of war free of charge over the road.

The governor, appreciating fully the motives which have induced this offer, requests me to say that the same is accepted by him on behalf of the State of Louisiana, and to return to the board of directors his sincere thanks for this offer, as well as for the promptness and alacrity, at which you, sir, placed the cars at the disposal of the "Grivot Guards" company from Terrebonne, and landed them at the levee, affording them thereby the means of promptly responding to the call for troops, which had been made by him.

With the governor's kindest regards, and the assurances of my distinguished consideration, I remain, very respectfully, your obedient servant,

M. GRIVOT,
Adjutant and Inspector General Louisiana.

WILLIAM G. HEWES, Esq.,

President New Orleans, Opelousas and G. W. R. R. Co.

The Confederate States propose to pay two cents per mile for troops, and half of fixed rates for freight. On these terms the transportation from 1st June to 1st December has been as follows:

4,646 troops, at fixed rate, \$4.....	\$18,584 00
410 troops, at fixed rate, \$2½.....	1,127 50
	<hr/> 19,711 50
These were charged at \$1 60 and \$1.....	7,887 00
	<hr/> \$11,823 90
Free.....	
Freight \$937 58; free one-half.....	468 79
	<hr/> 12,292 69
State of Louisiana.—1,131 troops, at \$4, fixed rate.....	\$4,524 00
Freight.....	381 20
	<hr/> 4,905 20
Free.....	
Free Market.—Freight free.....	531 83
	<hr/> 17,729 72
Total transportation without charge.....	

This is exclusive of several express trains with messengers, costing the company some three or four hundred dollars.

EARNINGS.

The gross earnings for eleven months, commencing 1st January last, were \$346,986; the total for the year will be \$400,000.

The operating expenses are estimated at about fifty per cent. on the gross receipts.

An exact statement of all expenses will be given in our report for the year ending 31st instant, when the accounts will be made up.

We cannot better answer the question as to the prospect of continuance of the road, than by referring to the report made to the governor, and by him submitted to the legislature with his message.

During the year we have received nine (9) State bonds, and sold them on 23d January last, at eight y per cent.

The amount of private subscriptions paid in since 1st January is \$900; and of tax stock \$1,877 42.

Of the \$89,135 private stock yet unpaid, perhaps \$40,000 may be collected. No reimbursements during the year. A full statement of the totals is given in the report to the governor.

Of the donated lands, only 176 and one-fifth acres have been sold, and the amount was \$1,044 75.

These lands were donated to the State, to aid in construction of the railroad.

The late agent of the State at Washington, appointed by the governor, and the company's attorney, constructed the act of donation thus: alternate sections on both sides of the road, within a continuous line of twenty miles, might be sold previous to any construction of road; and on the completion of twenty miles of road, sales of land in another division of twenty continuous miles may be sold, and so on, always twenty miles in advance of construction—the only condition being that the land must be within a continuous length of twenty miles, and that we are not restricted in the sales to the lands opposite to the line of road actually constructed.

A different interpretation, one restricting our sales to lands immediately opposite to road actually built, would have deprived us of the *aid* intended by the grant, in the words of the act, “for the purpose of aiding in the construction of a railroad from New Orleans, by Opelousas, to the State line of Texas,” for on the first eighty miles there were but few public lands unappropriated.

There were great delays in getting lists of the approved lands. The act of donation was approved 6th June, 1856, and the first of these lists was not received until 1859, and others in 1860 and 1861.

In June last, having constructed eighty miles of road, and had the fact duly certified by the governor of the State, we determined to dispose of a portion of the lands, as we had contracted for the construction of the whole line from Berwick to New Iberia, and were also engaged in construction of the work from New Iberia towards Vermillionville. Before determining to do so, we required the opinion of the attorney of the company, and it was given as follows:

NEW ORLEANS, *June 17, 1861.*

DEAR SIR: In answer to your question under date 15th June, 1861, viz: “Does the fourth section of the act of June 3, 1856, authorize us to sell 120 sections of land anywhere on the line of the road, whether constructed or not, provided they be included within a continuous length of twenty miles?” I beg leave to reply affirmatively, unless it shall appear that the United States have, when the line or route of said road is definitely fixed, sold any section, or any part thereof, granted as aforesaid, viz: to the State, or that the right of pre-emption has attached to the same

If the United States have sold, or the right of pre-emption has attached, then

an agent appointed by the governor of Louisiana may select from the lands nearest to the tier of sections specified so much in alternate sections, or parts of sections, as shall be equal to the lands sold, or appropriated, or pre-empted; and the lands to be so located must be within fifteen miles of the line of the road.

Even if I err in answering your question affirmatively, yet, who can contest your title? Formerly only the United States, now only perhaps the Confederate States, or more likely the State of Louisiana—for I understand the land policy of the Confederate States and of Louisiana to be such as to leave to our State the jurisdiction of the land within its own territorial limits. Now, as the State of Louisiana is a large stockholder in our road, and as her interest and ours in its prosperity are alike, we may reasonably anticipate from her a most enlightened and liberal consideration and support. I take it that she will interpose no obstacle or difficulty based on technical grounds.

But lest you may draw an inference which I do not intend to convey from my foregoing remarks as to the State, I will add that I entertain no doubt of your right to sell, now and at once, a quantity of land not exceeding 120 sections, and included within a continuous length of your road, whether completed or not, if, as I understand, your first sale of land is yet to be made.

My advice then to you is, to go on fearlessly and sell, as my advice to buyers would be to go on confidently and purchase.

Very respectfully, your obedient servant,

M. M. COHEN,

Attorney for N. O., O. & G. W. R. R. Co.

Mr. W. G. HEWES,

President New Orleans, Opelousas and G. W. R. R. Co.

NEW ORLEANS, July 19, 1861.

DEAR SIR: I am of opinion, first, that you are *not* restricted in your sales of lands to those on the line of the road actually constructed.

Second, that you have the right to sell a quantity of land, not exceeding 120 sections, and included within a continuous length of twenty miles of your road, in advance of construction, and then another like quantity of land may be sold when the governor has certified that any twenty continuous miles of your road are completed; and so, from time to time, for each twenty continuous miles certified by the governor as completed.

Third, that the grant does not limit the location of the sections to be sold to any particular part of the road, except so far as is above stated as to the inclusion within a continuous length of twenty miles.

Believing that I have thus answered all the questions propounded in your letter of this day, more fully than I yesterday did those in your letter of July 18,

I am, sir, very respectfully, your obedient servant,

M. M. COHEN.

Mr. WM. G. HEWES,

President N. O., O. & G. W. R. R. Co.

The chief engineer was then instructed to select five divisions along the line of the road, each of twenty continuous miles, within which sales of lands were to be made. These divisions are as follows:

1st, from 12th to 32d mile; 2d, from 35th to 55th mile; 3d, from 80th to 100th mile; 4th, from thence to a point near the town of Lafayette; 5th, from the above to a point near Opelousas.

Within these divisions of twenty continuous miles each we determined that we could legally sell the lands.

We have actually constructed and equipped, and have in full operation	80 miles.
And have, so far, as described in the report of the chief engineer, annexed to our report to the governor of the State, prepared for the rails.....	63 miles,
Total.....	143 miles.

As stated in that report, we have, by circumstances beyond our control, been disappointed in our expectations of a supply of rails.

We consider the company as in advance of the requirements of the act of donation. At all events, there is no power, now that we are separated finally from the old United States, that has, or can have, any interest in making objections to the sale of these lands. The faster we dispose of them and build the road, the better for the State from which we derived our title, as per act March 16, 1857, transferring to us "said lands, rights, ways, and privileges," and now hold them free of any conditions imposed by the grantors upon the State, and by consequence upon us, to whom the transfer was made by the State.

Any hindrance now to the exercise of our right to sell would be a serious check to the operations of the company, compelling us, unnecessarily we think, to resort to other modes for raising funds, when we have, in the lands, ample resources for the great object in aid of which they were granted.

Appended to this report is a copy of our public notice, offering these lands for sale, and of the rules adopted by the board in their disposal.

I am, sir, very respectfully, your obedient servant,

WILLIAM G. HEWES,

President.

Your committee have visited and taken especial pains to note the condition of the various roads here reported, and should the report not cover all the grounds desired by the members, they will be pleased to give them any further information that may be desired.

The thanks of the joint committee are due to the Hon. J. G. McLearn, of the committee from the house, for the energy displayed by him in compiling the above report.

Your committee have ordered two hundred and fifty copies of their report to be printed.

B. R. GANTT,

Chairman Senate Committee.

J. M. MOORE,

Chairman House Committee.

J. J. OSBORNE,

Secretary Joint Committee on Railroads.

LAND DEPARTMENT.

NEW ORLEANS, OPELOUSAS, AND GREAT WESTERN RAILROAD CO.,

New Orleans, June 1, 1861.

The New Orleans, Opelousas, and Great Western Railroad Company, by and in virtue of an act of the United States Congress of the 3d June, 1856, and of an act of our State legislature of the 16th March, 1857, have become the owners of 705,000 acres of land free from all encumbrances or mortgages.

These lands are included within a strip of thirty miles in width, or fifteen miles on each side of the railway line, extending from Algiers, opposite New

Orleans, to the Sabine river, or the eastern boundary of Texas, a distance of 258 miles. In the contemplated continuation of this road into Texas it will traverse the most fertile grain region of that State.

The lands lying opposite the first 125 miles of the company's road are in the rich and heavily timbered alluvial valley of the Mississippi river, on Bayou Lafourche, Grand Lake, and elsewhere. Between the 125th and 190th miles, we have a very large amount of fertile and valuable lands in the Attakapas prairies, a region nowhere excelled for beauty, healthfulness, and fertility of soil.

Between the 190th mile and the Sabine river, the road traverses the moderately hilly and heavily timbered pine woodlands, varied occasionally by the rich valleys of streams. Good water, game, clear-water brooks abounding in fish, are common to this entire locality. The pine woods, in quantity and quality, are unsurpassed, and it is believed that the lands will raise cotton profitably.

Maps and plats can be seen and examined, all information as to the character and price of land obtained, applications made, and terms of sale finally agreed upon, at the office of the company's land agent at Brashear City, parish of St. Mary, Louisiana.

Acts of sale to be passed in New Orleans, at the expense of the purchaser.

In the absence of the purchaser, a written power of attorney, authorizing the agent to sign the act and the notes given in payment, and to grant a mortgage to secure the notes, will be required.

The terms of sale are: One-third cash, remainder in notes at one and two years, payable at a bank in New Orleans with eight per cent. per annum interest after maturity, with mortgage until final payment, and in default, the purchaser to pay five per cent. for attorney's fees.

The company's lands are now being examined. As fast as reports are made, the price per acre will be fixed on each tract applied for, and the applicant duly notified of the same, and he will be required to accept the land at the price designated, within a reasonable time, or, in default, the land will be offered for sale to others. The company reserves to itself the right of changing the prices and terms from time to time.

The company desire to encourage actual settlers, and will grant priority of application to persons who are now in actual occupation and cultivation of land; but only a reasonable time will be granted them to apply for and purchase, after which it will be sold to any other applicant.

WILLIAM G. HEWES, *President*.

G. W. R. BAYLEY, *Land Agent*.

N. B.—Public notice is hereby given that the lands in the parishes of St. Mary, St. Martin, Vermillion, Lafayette, and St. Landry, now offered for sale, are included in and are opposite to the following three divisions or sections of "twenty continuous miles" each, on the line of the railroad, viz: "twenty continuous miles," extending from Brashear, or the 80th mile, to a point near the town of Franklin, or the 100th mile; "twenty continuous miles," extending from a point just below the town of New Iberia, or about the 124th mile, to a point just above the town of Vermillionville, or about the 144th mile; and "twenty continuous miles," extending from the end of the last described section to a point near the town of Opelousas, or about the 164th mile.

These sections include the railroad lands in the lower half of ranges 1, 2, 3, 4, 5, and 6, east, of township 6, south; and all in ranges 1, 2, 3, 4, 5, and 6, east, of township 7, south; and all in ranges 1, 2, 3, 4, 5, and 6, east, of township 8, south; and all in ranges 2, 3, 4, 5, 6, and 7, east, of township 9, south; and all in ranges 2, 3, 4, 5, 6, 7, and 8, east, of township 10, south; and all in ranges 2, 3, 4, 5, 6, 7, and part of 8, east, of township 11, south; and all in ranges 3, 4, 5, and 6, east, of township 12, south; and all in ranges 4 and 5, east, of township 13, south; and all in ranges 10, east, of township 14, south; and all in ranges

10, 11, and 12, east, of township 15, south; and all in ranges 12, east, of township 16, south; and all in ranges 9 and 10, east, of township 17, south, and all being in the southwestern land district.

Maps of these sections, showing the lands for sale, can be seen on application to the land agent at Brashear, or at the office of the company in New Orleans.

Applications can be made by letter, or through any reliable person. The tracts applied for, and the name and post-office address of the applicant, must be clearly described and legibly written.

There is no limit to the number of applicants for the same tract; each party will be duly notified by letter when the company are ready to conclude the sale of any tract applied for.

WILLIAM G. HEWES, *President*.

G. W. R. BAYLEY, *Land Agent*.

Extract from the minutes July 2, 1861.

Resolved, That the land agent is hereby authorized to receive applications to purchase lands, and shall examine those applied for, reporting the value of the same to the board for their action thereon.

Resolved, That in all cases of confirmation by the board of valuation made by the land agent, and the acceptance of the same by the applicant, the president be and is hereby authorized to sign acts of sale, to be passed before the notary of the company, at the expense of the purchaser.

AN ACT to authorize the issue of State bonds to railroad companies, agreeably to Ordinance No. 29 of the Louisiana State convention, adopted March 23, 1861.

SECTION 1. *Be it enacted by the senate and house of representatives of the State of Louisiana in general assembly convened*, That whenever the governor of this State shall be satisfied that either the Vicksburg, Shreveport and Texas Railroad Company, the Baton Rouge, Grosse Tete, and Opelousas Railroad Company, the Central Stem of the Mississippi and Pacific Railroad Company, or the New Orleans, Opelousas, and Great Western Railroad Company, to the stock of which the State is a subscriber, shall have graded within the State five or more consecutive miles of road upon which iron shall not have been laid, then and in that case the governor shall cause bonds to be issued to such railroad companies aforesaid, not exceeding six thousand dollars per mile of road so actually graded, according to the provisions of Ordinance No. 29 of the Louisiana State convention, adopted March 23, 1861: *Provided*, That the bonds so issued shall not exceed the subscription of the State in the stock of such company.

SECTION 2. *Be it further, &c.*, That the said bonds shall be issued in conformity to the provisions of section 2 of the act entitled "An act to provide for the manner of giving the aid of the State to railroad and plank road companies, approved March 12, 1855," except that the words "Confederate States" shall be substituted for the words "United States:" *Provided*, That said bonds shall not be sold or disposed of by said companies at a greater discount than five per cent.; and pro-

vided further, that the governor may defer the issuing of said bonds until satisfied that the same may be used exclusively for the purchase of railroad iron.

ADOLPHUS OLIVIER,

Speaker of the House of Representatives.

HENRY M. HYAMS,

Lieutenant Governor and President of the Senate.

Approved January 20, 1862 :

THO. O. MOORE,

Governor of the State of Louisiana.

A true copy :

P. S. HARDY,

Secretary of State.

[C.]

Status of the Opelousas railroad, Louisiana.

NEW ORLEANS, *October 18, 1865.*

SIR : I have the honor herein to comply with the request made in your letter of the 14th instant, addressed to me, as follows :

OFFICE OF CHIEF QUARTERMASTER, MILITARY DIVISION OF THE GULF,
New Orleans, La., October 14, 1865.

SIR : I have the honor to request that you will furnish this office, at your earliest convenience, with a statement, so far as you are able to give it, of the relations of the New Orleans, Opelousas, and Great Western railroad to the government of the United States prior to the rebellion ; the course pursued by said company in reference to aid, voluntary or other, rendered by them to the so-called confederate government, and the manner in which that railroad was taken possession of by the United States military authorities, as well as any information in your possession which would aid the military authorities in determining the conditions under which said road should be turned over to the company or its representatives.

By order of Major General P. H. Sheridan.

Very respectfully, your obedient servant,

C. G. SAWTELLE,
Colonel, Chief Quartermaster.

Mr. B. F. FLANDERS,
Supervising Special Agent Treasury Department.

I will state, first, the relations of the company to the government of the United States before the rebellion.

By an act approved June 3, 1856, the Congress of the United States granted lands to aid in constructing this road, and at the request and in behalf of the company the legislature of the State of Louisiana accepted the grant by an act approved March 16, 1857.

These acts are printed in the appendix to the report of the president and directors of the company for the year 1860, made to the stockholders, January, 1861, pages 33 and 34. (A copy of the report is forwarded herewith, marked A.)

On page 36 of said report it is stated that 642,633 acres of land had already been listed by the government of the United States to the company.

In accepting the grant the company came under the obligation to the government of the United States comprised in the third section of the act of Congress donating the lands, which section is as follows :

SEC. 3. *And be it further enacted*, That the lands hereby granted to said State shall be subject to the disposal of the legislature thereof for the purposes aforesaid, and no other, and the said railroad shall be and remain a public highway for the use of the government of the United States, free from toll or other charge upon the transportation of any property or troops of the United States.

Notwithstanding this provision the company were receiving \$16,000 a year for mail service, as is shown by their treasurer's statement, page 10 of the same report, (1861.)

Such were the "relations" of the company to the government of the United States up to January, 1861; that is to say, up to the very dawn of this rebellion in this State.

Second. "The course pursued by said company in reference to aid, voluntary or other, rendered by them to the so-called confederate government."

At a meeting of the board of directors of the company, April 17, 1861, the following proceedings were had:

The president reported as follows:

That in the view of the possibility of some hostile attempt being made in Berwick's bay, he had given instructions to have steam on the locomotives while at Brashear, and in case of alarm to have all the cars instantly withdrawn and brought to Algiers, information of the fact to be immediately communicated to him by night or day; that having been advised of a military company at Houma being ordered to the city, he had sent express cars for them, and had them landed on the levee free of charge to the State.

On motion, the action of the president was approved, and the following resolution unanimously adopted:

"*Resolved*, That during the continuance of existing difficulties the president be and is hereby authorized to transport over this road volunteer military companies or troops of the State or of the confederation, and all munitions of war, &c., free of charge."

This action of the board secured the following acknowledgment:

HEADQUARTERS LOUISIANA MILITIA, ADJUTANT GENERAL'S OFFICE,
New Orleans, April 20, 1861.

SIR: I am instructed by his excellency Governor T. O. Moore to acknowledge receipt of your communication of this date, enclosing a copy of the proceedings held by the board of directors of the New Orleans, Opelousas and Great Western Railroad Company on the 17th instant, at which a resolution was unanimously adopted, tendering to the State and to the Confederate States to transport troops and munitions of war free of charge over the road.

The governor, appreciating fully the motives which have induced this offer, requests me to say that the same is accepted in behalf of the State of Louisiana, and to return to the board of directors his sincere thanks for this offer, as well as for the promptness and alacrity at which you, sir, placed the cars at the disposal of the Grivot Guards company from Terrebonne, and landed them at the levee, affording them thereby the means of promptly responding to the call for troops which had been made by him.

With the governor's kindest regards, and the assurances of my distinguished consideration, I remain, very respectfully, your obedient servant,

M. GRIVOT,
Adjutant and Inspector General Louisiana.

WILLIAM G. HEWES, Esq.,
President New Orleans, Opelousas and Great Western R. R. Co.

May 8. The board accepted, and ordered to be spread upon their minutes, the report of Thomas H. Hewes, who had been sent by the board as a delegate to a railroad convention held at Montgomery, Alabama, to consult with the confederate authorities. (See copy of report herewith, marked B.)

May 5, 1861. The board voted to continue payment of the salaries of the clerks of the company who had gone as volunteers in the confederate army.

May 22, 1861. The board voted to supply timber and to loan tools to build fortifications at Berwick's bay.

June 18. The board voted \$50 "to the battalion of Orleans artillery."

July 3, 1861. The board voted to loan a barge to carry the obstruction cable to Fort Jackson, and August 20 offered to sell Commodore Hollins a barge, "if he needed it for the public service," and same date voted "a donation of mattresses and blankets to volunteers."

August 27. The board offered "to General Twiggs the services of the company in any way available in building telegraph to Berwick's bay."

September 10, 1861. "President reported to the board that Mr. Comerden, [a director,] chairman of the committee on telegraph, &c, had been very actively

engaged in that matter during the week ; had succeeded in obtaining a large quantity of wire seized by order of the governor ; also an appropriation of \$5,000 from General Twiggs, from the city funds at his disposal, towards erecting the line."

June 17, 1861. "The president reported that he had subscribed \$500 towards the expense of establishing a battery at Little Temple, for the defence of the plantations and the railroad, in case of the capture of Fort Livingston ; which was approved by the board."

September 20, 1861. "The president reported that the vessel that went out loaded [by aid of the board] with cotton, had got into Grand Caillon, with 2,000 stand of arms."

December 3, 1861. "The president reported that he had made arrangements to pay the war tax [on the stock of the company,] and had notified the stockholders that they were therefore exempt from said tax. (Approved.)"

All these proceedings were adopted unanimously by the board. Many other proceedings of a like character are recorded in the minutes of the board, but these sufficiently fix the status of the direction. The most important of these proceedings were reported to the stockholders in January, 1862, and are published with their report.

The whole board were afterwards, on the 20th of January, 1862, unanimously re-elected by the stockholders, thus receiving from the company their sanction and approval of their acts.

By comparing the lists of the directors in the reports for 1861-'62, which are handed you herewith, it will be seen that they are the same, one member only excepted. I will here remark, that the same board, except two or three members, who have died or left the city, have been annually re-elected ever since, and are now in office.

Third. "The manner in which the railroad was taken possession of by the United States military authorities."

Upon the appearance of the United States fleet before New Orleans, 26th April, 1862, the president of the company, William G. Hewes, left the city and went into Attakapas country, where he died in August of that year.

On the 3d of May, 1862, the board of directors of the company held a special session, at which the following were their proceedings, as shown by their minutes :

The vice-president informed the board that two barges were burnt ; that the freight trains were stopped 25th April by navy officers ; that the Algiers depot was taken possession of by federal army officers on 1st May, who stopped the exit of all trains, unless permission was obtained from General Butler ; when, on motion, the following preamble and resolution were unanimously adopted :

Whereas it has been made known to this board that the federal officers have taken charge of our trains, or, at the least, will not suffer them to depart ; be it therefore

Resolved, That the president be requested to call on the mayor and city council, and lay the facts before them, at the same time asking them to make such communication to the commanding general as they may deem proper, in order to keep the city supplied with provisions, which now have to come mainly through that channel.

May 3, 1862. General Butler issued General Order No. 20, which "authorized and required the president and directors of the Opelousas railroad to run cars over the road for the purpose of bringing to the city of New Orleans provision, marketing, and supplies of food, which may be offered, in order to supply the wants of the city." (See copy of the order herewith, marked —.)

In the report of the board of directors to the stockholders, dated January 26, 1863, which is signed by A. B. Seger as president, is the following statement :

The steamboat Ceres, then in use as a ferry-boat between the city and Algiers, was docked and put in a thorough state of repair, and the three barges recently built by the company for the transportation of freight across the river were in perfect order, the regular business of the company being continued without any material change until the 25th of April.

At this time, as the federal fleet was approaching the city, two of the company's barges, one in use by the confederate authorities and the other at the company's city landing, were set on fire by the populace and totally destroyed.

No freight offering either way, the freight trains were at once suspended, the passenger trains continuing until the 1st of May, when a regiment of United States troops were quartered in the Algiers depot, and the road and its equipments, together with the steamboat Ceres and the remaining barge, were taken formal possession of by the commanding officer.

On the 3d of May an order, No. 20, was issued by the commanding general requiring the president, directors, and company to run the cars over their road for the purpose of bringing supplies of food for the city. Everything, however, remained in the hands of the troops, was in use by them and under their entire control until the 8th, the commanding officer at Algiers not having received official instructions in regard to the matter.

On the 8th all the property of the company in charge of the troops was delivered up except the Algiers depot, which was occupied as quarters for their men, the steamboat Ceres, which was in use as a government transport, and the barge then lying at the Algiers landing.

The engineers and other employés of the company having refused service while the road was under the control of the troops, their places were filled by the officer in command by appointing others, who proved either incompetent or careless, and on the restoration of the property it was found that several of the locomotive engines were very much damaged.

Since the 1st of July, the end of the road next the city, together with the equipments and various other kinds of property belonging to the company, has been entirely in possession of the military authorities of the United States.

The steamboat Ceres, while in use by them as a transport on the lake between New Orleans and Ship island, was blown up and totally destroyed in October last, and they now have possession and use of the barge.

Efforts are also being made to obtain compensation from the United States for the steamboat Ceres, the barge, and the use of the road and equipments.

There is a hiatus here which I cannot supply, viz., a military order to again take possession of the road—Order No. 20, of the 3d of May, 1862, that gave to the board of directors the control of the road; but the vice-president says, as above, that from and after the 1st of July, 1862, the road was in the possession of the military authorities, and it has so continued up to the present time.

A. B. Seger, president of the company, in a letter addressed to Major General Banks, January 12, 1863, (a copy of which is handed you herewith, marked —, for reference,) says that on the 1st of July, 1862, in accordance with a resolution of the board of directors of the company, all operations were suspended by them, and that since the 1st of July the road and equipments have been entirely under the management and control of the military authorities of the United States, but he does not allude to any order under which they were taken possession of.

The object of this letter of the president of the company was to ask compensation for the services of the road, and for alleged damages, two separate claims for which, he states in the letter above referred to, had already been rendered against the United States government—one to Colonel McMillen, of the twenty-first Indiana regiment, who first had the road in charge, and who, he says, certified to the correctness of the same, and the second to Colonel Thomas, of the eighth Vermont regiment, who declined to approve it.

While the railroad, its rolling-stock, depots, &c., were in possession of the military, the other assets and the records of the company were in the possession and under the control of the board of directors. The official existence of the board has been repeatedly recognized by the military authorities.

General Shepley, military governor, approved the State directors, and notified the board of such appointment by letter, February 4, 1863. (Copy herewith, marked —.)

General Banks, commanding this department, corresponded officially with the board, (copy of letters herewith, marked —,) and in replying to General Banks the board expressly declared that "this company had preserved their organization and complied with all the requirements of law and their charter, though dispossessed of the road. Deprived of their sources of revenue, and prevented thereby from paying their debts, their legal existence is as perfect as ever."

The board of directors were regularly elected in February last, and the State and city are duly represented by their directors. (Copy herewith, marked —.) But President Johnson did not recognize the loyalty of those gentlemen on the

board. He directed Mayor Kennedy to order an election for directors of the company. The mayor ordered an election accordingly, by public notice. (Copy herewith marked —.)

The election was held, and the old board was all re-elected. (See document herewith.)

The day after the election the mayor addressed a letter to A. B. Seger, esq., president of New Orleans and Opelousas Railroad Company, declaring one of the elected directors, John Moore, ineligible, for the reason that the said John Moore was lately a senator in the rebel legislature of the State!

Now the records of the company show that John Moore has been annually re-elected by the stockholders in this city, with the rest of the board, for four years past, though he had not been within the Union lines during the war, and it was known that most of the time he was a member of the rebel State legislature. (Copy of Mayor Kennedy's letter herewith, marked —.)

The new board addressed a petition, August 8, 1865, to the President of the United States, to order that the road, the rolling-stock, and other property of the company, as well as the surplus earnings, be placed under their control. (Copy marked —.)

From the preceding facts it appears that the New Orleans, Opelousas, and Great Western Railroad Company have "held the relation to the government of the United States of beneficiaries before the rebellion, active enemies during the first year of the war until the capture of New Orleans, and the country traversed by railroad, and claimants, ever since. That the road was taken possession of by the military authorities in this manner." The military authorities refusing to pay the company for services and damage, the board of directors could not, or would not, operate it, and accordingly they stopped running trains on the 1st of July, 1862. That thereupon the road and its appurtenances were taken entire possession of, and have been held and worked ever since by the military authorities of the United States.

All of which is respectfully submitted, with accompanying documents additional to those above, viz :

No. 1. Report of railroad directors, 1861.

No. 2. Appointments of directors by Mayor Hoyt.

No. 3. Railroad claim rendered to Colonel McMillen.

No. 4. Railroad claim rendered to Colonel Thomas.

Very respectfully, your obedient servant,

BENJ. F. FLANDERS,

Supervising Special Agent Treasury Department.

Colonel C. G. SAWTELLE,

Chief Quartermaster Military Division of the Gulf.

[D.]

ELEVENTH ANNUAL REPORT OF THE PRESIDENT AND DIRECTORS OF
THE NEW ORLEANS, OPELOUSAS, AND GREAT WESTERN RAILROAD
COMPANY.

To the stockholders of the New Orleans, Opelousas, and Great Western Railroad Company:

GENTLEMEN: In accordance with the requirements of the charter of the company, the president and directors respectfully submit this, the eleventh annual report for your consideration.

Before proceeding with the details of business, it is thought proper to state that in August last our worthy and esteemed president, William G. Hewes, was removed from among us by death, and the duties so ably performed by him have necessarily devolved upon others.

In making the announcement the board feel that no eulogy of theirs can adequately portray his many shining qualities as a man, or enhance the general high esteem in which his memory will be held by all who knew him.

His persevering assiduity in his services to this company was well known and appreciated, both by the stockholders and the public for over seven years, while he was sacrificing his health and his personal interest in shaping its destinies to the most hopeful condition of success.

At the date of the last annual report the affairs of the corporation were probably in a better condition than at any previous time since its organization.

The eighty miles of finished road between Algiers and Berwick's bay was in excellent order and thoroughly equipped with all the appurtenances required in the operation of a first-class road, while the earnings, notwithstanding the entire loss of the Texas business the year previous, were sufficient to maintain it in good condition and leave a surplus to be used in extending the line.

The resources of the company, exclusive of the profits arising from the operations of the road, were its bonds, (for which there was a ready sale,) the balance due and unpaid on stock subscriptions which were in course of collection, 700,000 acres of land, (for which there were numerous applications,) and the anticipated availability of a large portion of the State subscription through legislative action. The earnings of the finished portion of the road, for the first four months of the year, indicated no material change in the local business.

Thirteen hundred and sixty-three of the company bonds were sold in all up to the first of March, when the proceeds remaining on hand being deemed sufficient to meet the then maturing obligations and engagements on contracts for grading, timber, &c., and there being no immediate prospect of receiving a further supply of rails, the disposal of them was discontinued, leaving 637 still on hand.

Owing to the excited condition of public affairs, but \$350 of the balances due on subscriptions have been collected during the year, and notwithstanding the numerous applications for land, no sales have been made.

The capital stock of the company being fixed by its charter at \$6,000,000, and the subscription of the State being one-fifth the amount, \$1,200,000, payable in proportion of one-fourth the actual receipts from other subscribers, \$650,000 in bonds have been received by the company from the State, leaving a balance still unpaid of \$550,000.

By an act of the legislature in January last, the governor is authorized, whenever proper evidence shall have been furnished him that five or more consecutive miles of the roadway have been graded, upon which no iron shall have been laid, to cause bonds to be issued to the company to an amount not exceeding \$6,000 per mile, provided the bonds so issued shall not exceed the subscription of the State to the stock of the company.

The grading between Berwick's bay and Vermillion being nearly completed, contracts were entered into early in the year, with Messrs. Mouton & McGinty, for that between Vermillion and Opelousas. Considerable progress has been made in the work, and by reference to the report of the chief engineer, herewith submitted, it will be seen that the company have at the present time about eighty miles of continuous grading completed, which, under the provisions of the act, will entitle them to \$480,000, and still leave \$70,000 of the State subscription unpaid.

The statement of the treasurer gives the total receipts and expenditures of the company from its organization to the 31st December, 1862. The amount of bills payable at that date is stated to have been \$193,053 05, which is \$360,127 02 less than that of 31st December, 1861, and it is believed the whole of the floating debt might easily have been extinguished during the past year but for the constant derangement and depreciation of the currency of the country.

The renewal of the maturing obligations of the company has thus far been accomplished at fair and reasonable rates, and the interest on the company bonds so far as called for has been paid.

During the early part of the year the working of the finished portion of the road was conducted with its usual regularity. The track, rolling stock, depot buildings, and other appurtenances were in the best possible condition.

The steamboat Ceres, then in use as a ferry boat between the city and Algiers, was docked and put in a thorough state of repair, and the three barges recently built by the company for the transportation of freight across the river were in perfect order, the regular business of the company being continued without any material change until the 25th of April.

At this time, as the federal fleet was approaching the city, two of the company's barges, one in use by the confederate authorities and the other at the company's city landing, were set on fire by the populace and totally destroyed.

No freight offering either way, the freight trains were at once suspended, the passenger trains continuing until the 1st of May, when a regiment of United States troops were quartered in the Algiers depot, and the road and its equipments, together with the steamboat Ceres and the remaining barge, were taken formal possession of by the commanding officer.

On the 3d of May an order, No. 20, was issued by the commanding general requiring the president, directors, and company to run the cars over their road for the purpose of bringing supplies of food for the city. Everything, however, remained in the hands of the troops, was in use by them and under their entire control until the 8th, the commanding officer at Algiers not having received official instructions in regard to the matter.

On the 8th all the property of the company in charge of the troops was delivered up, except the Algiers depot, which was occupied as quarters for their men, the steamboat Ceres, which was in use as a government transport, and the barge then lying at the Algiers landing.

The engineers and other employés of the company having refused service while the road was under the control of the troops, their places were filled by the officer in command by appointing others, who proved either incompetent or careless, and on the restoration of the property it was found that several of the locomotive engines were very much damaged.

Freight trains, with passenger cars attached, were run regularly over the road from the time the company took possession, under the order of General Butler, until the 26th of May, when a company, the Saint Martinsville Rangers, in the service of the State of Louisiana, and acting under orders of the general commanding the ninth brigade of Louisiana militia, came to the Bayou Boeuf crossing, took possession of the down train, came down to Jefferson station, took up a portion of the track, and returned to Berwick's bay, taking with them the rails, and picking up on their way all the rolling stock between that point and Brashear City, together with most of the freight at the way stations and that in transit by the trains, and burning the draw of the Des Allemands bridge, the permanent bridge over the Lafourche, and a portion of that over the Boeuf.

The rolling stock at this time, on the west end of the road, was three locomotive engines and about half the whole number of passengers and freight cars.

On the 31st of May the Des Allemands was crossed by means of a temporary work, and the trains were run occasionally to Lafourche crossing until the 17th, when they were discontinued beyond Des Allemands, to which place they were run until the 1st of July.

The western portion of the road, at times, is said to have been under the control of the authorities of the State as far this way as Des Allemands, from the time of the destruction of the bridges in May until the latter part of Octo-

ber, during which time temporary works were constructed over the streams and the trains put in operation.

Since the 1st of July, the end of the road next the city, together with the equipments and various other kinds of property belonging to the company, has been entirely in possession of the military authorities of the United States.

The steamboat Ceres, while in use by them as a transport on the lake between New Orleans and Ship Island, was blown up and totally destroyed in October last, and they now have possession and use of the barge.

In the early part of November a military expedition of the United States forces started out upon the road and opened communication with Berwick's bay, the confederates in their retreat destroying all the company's buildings at Boutté, Des Allemands, Lafourche and Terrebonne stations, and also completing the destruction of the bridges over the Des Allemands, Lafourche and Boeuf. At Brashear, six passenger, two baggage, thirty-four box, two stock, and thirty platform cars, together with about three thousand feet of track, were totally destroyed and two locomotive engines more or less damaged.

During the summer portions of the side tracks at Brashear and other places were removed and used, together with a quantity of timber at Berwick City, in fitting up gunboats by the confederate authorities.

Evidence of the facts of the appropriation, damage and destruction of the company's property under the orders of the Confederate and State officers, and the circumstances attending the same (not including the barges) has been obtained and is on file in the office, showing an aggregate of \$208,775.

Efforts are also being made to obtain compensation from the United States for the steamboat Ceres, the barge and the use of the road and equipments.

The road, under the military authorities of the United States, is said to have been in full operation, between Algiers and Berwick's bay, since the 12th of November, temporary bridges having been constructed by those in charge. The track is also said to be in fine order and well maintained.

They have a large force in the company's shops, and from appearances, are putting what rolling stock there is left in good order.

A. B. SEGER,

Vice-President, President pro tem, and Superintendent.

NEW ORLEANS, *January 26, 1863.*

Treasurer's report.

NEW ORLEANS, *December 31, 1862.*

RECEIPTS.

Private stock.....		\$674,939 81
City of New Orleans tax.....	\$189,664 58	
* Less reimbursement.....	9,634 61	
		180,029 97
Parish of Orleans, right bank tax.....	73,744 62	
* Less reimbursement.....	25,752 37	
		47,992 25
Parish of St. Mary, tax.....	139,613 34	
* Less reimbursement.....	17,158 75	
		122,454 59
Parish of St. Landry, tax.....	94,078 13	
* Less reimbursement.....	31,902 35	
		62,175 78
Parish of Lafayette, tax.....	17,089 74	
* Less reimbursement.....	12 00	
		17,077 74

* Taxes returned under 13th section of the charter to taxpayers who are stockholders by subscription.

City bonds.....		\$1,500,000 00
State of Louisiana bonds.....		650,000 00
Mail service, last report.....	\$69,891 51	
Mail service, 1862.....	5,953 86	
		\$72,845 37
Express, last report.....		5,285 51
Freight, last report.....	1,302,514 59	
Freight, 1862.....	87,262 05	
		1,389,776 64
Passengers, last report.....	731,797 30	
Passengers, 1862.....	51,278 39	
		783,075 69
Total earnings, last report.....	2,109,488 91	
Total earnings, 1862.....	141,494 30	
		2,250,983 21
Company's bonds sold.....		1,363,000 00
Bills payable.....		193,053 02
Sundries.....		1,271 38
		7,062,977 75

EXPENDITURES.

Right of way.....		\$24,041 20
Expenses.....		25,5386 64
Interest.....	\$433,700 85	
Discount on State bonds.....	25,300 26	
Discount on city bonds.....	284,834 98	
Discount on company's bonds.....	268,121 26	
Interest on company's bonds.....	148,144 92	
		1,160,102 27
Cocodrie lands and saw-mill.....		4,695 52
Depots and stations.....		273,268 14
Steamboats and barges.....		82,369 42
Gretna property.....		30,702 63
Public lands.....		14,653 40
Bridges.....		115,252 57
Construction first grand division.....		2,355,634 39
Construction second grand division.....		214,338 32
Construction third grand division.....		115,147 16
Construction fourth grand division.....		666 69
Iron account.....		25,566 37
Rolling stock.....		495,862 55
Machinery.....		57,599 68
Maintenance of way.....		677,965 08
Transportation.....		946,366 42
Telegraph.....		2,589 30
Suspense account.....		2,560 00

BALANCE ON HAND:

State and city bonds.....	57,000 00	
Dues: Sundries for freight, passengers, &c.....	19,324 67	
United States government mail service.....	6,620 58	
Bills receivable.....	5,722 79	
Cash.....	119,541 87	
		208,209 91
		7,062,977 75

CHARLES J. DARON, *Treasuerr.**Engineer and land agent's report.*A. B. SEGAR, Esq., *Acting President:*

SIR: I respectfully submit the following report of the departments under my charge:

At the date of the company's last annual report, the roadway graduation from

H. Ex. Doc. 101—4

Berwick's bay to a point near Vermillionville, a distance of about sixty-three miles, had been completed, with the exception of half a mile of very light dry grading across Mrs. Mead's plantation, on Bayou Teche, and one and a half miles of embankment required across the swamps east of Bayou Salé. In part the bridges, culverts, cattle-pits and road-crossings needed on this portion of the line had been built, and material procured for continuing their construction. About 11,500 cypress cross-ties, or sleepers, mostly sawed, had been purchased and piled on the west bank of Berwick's bay in readiness for the commencement of track laying. These ties were a part of a large number, 100,000, contracted for and then in course of delivery. The Bayou Vermillion bridge abutments, of brick masonry, had been commenced, and an iron bridge for this crossing had been contracted for.

Early in the spring of 1862, a contract was concluded between the company and Messrs. Phillips & Gillman for the graduation, by steam dredging machinery, of the unfinished portion of the swamp east of Bayou Salé. About the time the contractors had completed their preliminary preparations for the commencement of this work the events of the war prevented further proceedings, and nothing whatever has since been done.

The same cause has, to this time, prevented the further delivery of cross-ties—under the contract for 100,000 above referred to—and the force employed in procuring them was broken up and dispersed.

Nothing further has been done towards the completion of the remaining small bridges, culverts, cattle-pits and road-crossings required between Berwick's bay and Vermillionville, including also the bridge masonry at the Bayou Vermillion, for the same reason.

Contracts were concluded, in February last, between the company and Messrs. A. E. Mouton and John McGinty for the graduation of the roadway from the end of the old work, near Bayou Vermillion, to Opelousas. Mr. Mouton undertook the grading from Vermillion to the Bayou Carroncro, and McGinty from the Carroncro to Opelousas. Work was immediately commenced by both contractors, one beginning at Vermillion and working northwards, the other at Opelousas working south. The former had about ten miles of moderately light grading through open prairies, mostly cultivated; the latter about twelve miles of rather heavy work, mostly through woodland, comprising the high embankments required across the valleys of the Bayous Carroncro, Bourbeau, Callahan and Tesson.

At the date of my last visit of inspection to this work, in the latter part of May last, both contractors were progressing rapidly and very satisfactorily, several miles having been completed by each contractor. Mr. Mouton was working exclusively with slaves and McGinty with whites, mostly Irish laborers. At this time I arranged to have the clearing completed between Grand Coteau and the Tesson by Mr. McGinty, and by negroes under the management of Mr. Moor, an employé of the company.

The interruption of communication between the city and country, which soon after occurred and which has since continued, incapacitates me for reporting, as fully as is desirable, upon the present state of this work, but I am informed that up to a recent date it was still progressing and well advanced towards completion, under the efficient superintendence of Thomas Kleinpeter, esq., assistant engineer. The clearing was entirely completed some months ago, and I believe that fully seventeen of the twenty-two miles to be graded, and possibly more, have been finished. Our late president, William G. Hewes, esq., who was in Attakapas from the early part of summer up to the date of his decease, in August last, gave his personal attention to this work, and urgently insisted upon its being continued uninterruptedly to completion. This done, our company will have a very important division of their road extending from Berwick's bay to Opelousas

—eighty-five miles—ready for track lying, the one and a half miles of swamp near Bayou Salé excepted.

I need not enlarge on the very great importance of completing the road to Opelousas, for this is fully appreciated by you. Regular and rapid communication between the city and the cotton districts of Attakapas will thus be secured, and the prompt sale, at good prices, of the seventy-five to eighty thousand acres of fertile and valuable land especially adapted to the culture of sugarcane, cotton or corn, owned by the company opposite this portion of their line, assured.

The completion of the graduation to Opelousas will entitle the company to receive from the State, for the purchase of rails, \$510,000 in State bonds, at the rate of \$6,000 for each mile graded.

A company organized under an act of the legislature of 1861-'62, has been formed for the purpose of constructing a railway from our line at New Iberia—one hundred and twenty-five miles from New Orleans—to the terminus of the railway from Houston, Texas, at Orange, on the Sabine river. Arrangements had been concluded for the location and construction of this important connecting railway at once, but it is not known what progress has been made. In behalf of our company, and under instructions from our late president, I made arrangements for the junction of the two roads at the site of our New Iberia station, but the matter was not definitely settled.

The completion of this connecting link of railway would place New Orleans in communication with a large part of Texas, by means of the several roads now in operation and radiating from Houston.

The line of our road from Opelousas to the Sabine river—ninety-three miles—was staked out in the summer of 1857. The total distance from Algiers to the Sabine river terminus is two hundred and fifty-eight miles. No better point could have been selected for a terminus on, and crossing of, the Sabine valley than that at Thompson's Bluff, as was satisfactorily ascertained by a trial line run by myself from Burkeville, Texas, to the Sabine end of our line. A railway thence by way of Burkeville, San Augustine, Nacogdoches, and on to Dallas, will, it is hoped, at a not far distant day connect New Orleans with the great cotton and wheat regions of eastern and northern Texas.

From Pine Prairie—190 miles from Algiers—a branch road of twenty miles would connect with the Alexandria railway in the rich and fertile valley of the Bayou Boeuf, sixteen miles distant from Alexandria, on Red river, making the distance from New Orleans to Alexandria 226 miles.

Profiles of the line of road from Opelousas to the Sabine have been prepared during the past year, and estimates made of the earthwork to be done to grade the roadway between said points. A maximum grade of 31.68 feet per mile was assumed for this part of the line, there being no necessity for exceeding this comparatively low limit.

A "General reference map of so much of lower Louisiana and eastern Texas as is necessary to exhibit the main line of the New Orleans, Opelousas and Great Western railway from New Orleans to the Sabine river, or eastern boundary of Texas, together with its proposed branch to Red river, extension into northern Texas, connection with southern and western Texas, and the lands belonging to the railway company," has been carefully and accurately made during the past year. It is suggested that this map, if handsomely engraved, published and circulated, would be valuable to the company in their future negotiations, and very interesting as well as useful to all interested in the truly great work of developing the resources of western and southwestern Louisiana, and of connecting our city by railways with the valley of Red river and with northern Texas, and ultimately with Mexico and the Pacific coast.

LANDS.

The New Orleans, Opelousas, and Great Western Railroad Company, by and in virtue of an act of the United States Congress approved June 3, 1856, and an act of the legislature of Louisiana approved March 16, 1857, received a donation of land, consisting of the alternate odd-numbered sections within six miles of their line of road, and all vacant odd-numbered sections within fifteen miles of their line, if found necessary to supply any deficiency in the grant of six sections per mile within the six-mile limits. As the total length of the line of road is 258 miles, $258 \div 6$ equal to 1,548 sections of 640 acres each, or 990,720 acres, were called for by the grant. As only about 705,000 acres of vacant land were found within the entire fifteen-mile limits, the grant practically conveyed to the company all the vacant odd-numbered sections included within a strip of territory thirty miles wide, bounded by lines parallel to the railroad line, and everywhere fifteen miles distant therefrom.

Though this grant was made in June, 1856, it was only in 1861, or five years thereafter, that it became available to the company. All this time was consumed in defining the grant limits; determining what was vacant and selecting the vacant lands in the district and general land offices; preparing and correcting the land lists for final approval, &c. Several other railway companies were the recipients of similar donations in 1856, and all could not be attended to at once. The lists for our company were, in consequence, postponed to the last. Other companies received their lists, and made extensive sales before our lists were transmitted to us. But for the great delay in our case, we also might have made large sales, and thus have obtained funds for the more rapid prosecution of the work of construction. This is fully evidenced by the fact that, up to the 25th of May last, one hundred and eighty-six applications had been made to purchase lands from the company, amounting, in the aggregate, to 50,000 acres. It is true that, in several cases, several parties applied to purchase the same land, but this competition serves to show how active would have been the demand for the company's lands but for the intervention of the war. But two sales were made: one tract at \$15, and the other for \$2 50 per acre, cash. Rapid sales may be anticipated when peace is restored and business is resumed.

The plan adopted by the company has been to have each tract of their land carefully examined, and an accurate description of its characteristics made and filed, together with a plat or sketch, in a land description book prepared for the purpose, before fixing the price at which the land will be sold. This undoubtedly occasions some delay in sales, but, as the company desire to realize all they can from their lands, and to invest the proceeds in the extension of their road, this is not considered objectionable, particularly as the extension and opening of the road adds constantly to the value of the lands unsold. The company will, of course, avail themselves of the benefits of such increase in value. The early purchaser at the first price fixed by the committee on lands—composed of members of the board of directors, appointed by themselves, for the purpose of determining the price at which lands shall be sold—will have the advantage of this increased value, it being well known that the completion and operation of a railway greatly adds to the former values of landed property.

Many examinations have already been made and reported, but these have necessarily been discontinued for the present. Prices have been fixed upon nearly all of the tracts so far reported.

Advantage was taken of the experience of other land grant companies in determining upon the system to be adopted in conducting this important branch of the company's business, and it is believed that the arrangements made are such as will prove to be simple and efficient.

Books of registry have been opened and the lands registered therein according

to the lowest legal subdivisions, two large folio volumes being filled therewith. Books for land sales, descriptions, &c., have also been procured.

The engraving, publication, and distribution of the general reference map of the whole line of road described in the engineer report, showing as it would all the company's lands and their locality, would serve admirably as an advertisement of these lands.

Opposite the first one hundred and twenty-five miles of the line of road the lands owned by the company are situated in the rich and generally heavily timbered valley of the Mississippi; thence to Pine Prairie, or the one hundred and ninetieth mile, we have a large quantity of fertile and valuable prairie and woodland, well adapted for the culture of cane, cotton, corn, &c., and for orchards, stock-farms, and country residences. From Pine Prairie to the Sabine the line of road traverses the heavily timbered pine ridges and hills and the valleys of clear-water creeks peculiar to an upland country. Good cotton lands, an abundance of the best quality of pine timber, sulphur springs, and springs of pure water, limestone quarries, clear trout streams, and plenty of game, are found here. Many settlements have recently been made and cotton plantations opened in this section of country by immigrants from Mississippi, Alabama, and Georgia. The land is well adapted for cotton, the only objection being the difficulty and cost of getting the crops to a market. The completion of the road, by remedying this difficulty, will create an active demand for these lands.

At the time our land lists were being prepared in the General Land Office it was ascertained that lists of high and valuable prairie lands, rightfully the property of the company, had been, on fraudulent affidavits, selected by the State as swamp land, and submitted to the Secretary of the Interior and Land Commissioner for approval to the State as such. Timely action on our part arrested the approval of these lists, and further investigation resulted in their being finally approved to our company. The lands referred to are the most valuable that we have, being, mainly, situated in the high prairies between New Iberia and Opelousas. Most of the land so selected by the State as swamp land was immediately sold by the State register, improperly and illegally, of course, to parties interested in procuring the affidavits, in anticipation of its approval to the State by the United States. It is proper to state here that it is probable that the State officials were unaware of the true character of the lands referred to, and that the witnesses making the affidavits acted in ignorance of the true meaning of the swamp land act. Many, if not all, of the purchasers bought from the State in good faith. The trouble is mainly, if not entirely, due to and the result of the operations of land speculators.

Many persons still occupy and cultivate the company's lands thus illegally sold to them by the State register. Efforts have been made to procure the passage of an act of the legislature confirming such sales, but it was justly considered that the matter ought properly to be left to the courts.

Legal proceedings will probably have to be instituted to dispossess the occupants of railroad lands, for their occupation operates seriously against sales to others. It is to be hoped that, on the return of peace, such occupants will come forward and purchase from the company and thus acquire good titles, and not compel a resort to legal proceedings.

G. W. R. BAYLEY,
Chief Engineer and Land Agent.

NEW ORLEANS, LA., *January 15, 1863.*

No. 70.

AN ACT to authorize the issue of State bonds to railroad companies, agreeably to ordinance No. 29 of the Louisiana State convention, adopted March 22, 1861.

Be it enacted by the senate and house of representatives of the State of Louisiana in general assembly convened, That whenever the governor of this State shall be satisfied that either the Vicksburg, Shreveport and Texas Railroad Company; the Baton Rouge, Grosse Tete and Opelousas Railroad Company; the central stem of the Mississippi and Pacific Railroad Company; or the New Orleans, Opelousas and Great Western Railroad Company, to the stock of which the State is a subscriber, shall have graded within the State five or more consecutive miles of road, upon which iron shall not have been laid, then, and in that case, the governor shall cause bonds to be issued to such railroad companies aforesaid, not exceeding six thousand dollars per mile of road so actually graded, according to the provisions of ordinance No. 29 of the Louisiana State convention, adopted March 23, 1861: *Provided,* That the bonds so issued shall not exceed the subscription of the State in the stock of such company.

SEC. 2. *Be it further enacted,* That the said bonds shall be issued in conformity to the provisions of section 2 of the act entitled "An act to provide for the manner of giving the aid of the State to railroad and plank-road companies, approved March 12, 1855," except that the words "Confederate States" shall be substituted for the words "United States:" *Provided,* That said bonds shall not be sold or disposed of by said companies at a greater discount than five per cent.: *And provided further,* That the governor may defer the issuing of said bonds until satisfied that the same may be used exclusively for the purchase of railroad iron.

ADOLPHUS OLIVIER,

Speaker of the House of Representatives.

HENRY M. HYAMS,

Lieutenant Governor and President of the Senate.

Approved January 20, 1862.

THOMAS O. MOORE,

Governor of the State of Louisiana.

A true copy :

P. S. HARDY,

Secretary of State.

B.

Reports of Brevet Brigadier General R. Saxton, chief quartermaster third military district, Atlanta, Georgia, dated respectively December 14 and December 26, 1867.

HEADQUARTERS THIRD MILITARY DISTRICT,

CHIEF QUARTERMASTER'S OFFICE,

Atlanta, Georgia, December 14, 1867.

GENERAL: In reply to your letter of December 9, directing me to forward the information called for in your indorsement on a copy of a letter addressed to General Grant by the Hon. S. W. McClurg, I have the honor to report that on the 28th day of October I addressed letters to the governors of Alabama and

Florida requesting them to furnish me with the information called for by Mr. McClurg.

I have the honor to forward herewith enclosed a copy of the reply received from the governor of Alabama, which I have delayed sending until I should receive a reply from the governor of Florida. No reply has as yet been received, and on the 11th instant, ten days previous to receiving your last letter, I again addressed him, requesting an immediate answer.

I know of no other way of obtaining the desired information except by addressing the presidents of the different railroad companies in the two States, which I have done, and as soon as their answers are received I will forward them at once.

I am, general, very respectfully, your obedient servant,

R. SAXTON,

Brevet Brig. Gen. and Q. M. U. S. A., Chief Q. M. 3d Mil. Dist.

Brevet Major General D. H. RUCKER,

Acting Quartermaster U. S. A., Washington, D. C.

EXECUTIVE DEPARTMENT, STATE OF ALABAMA,

Montgomery, November 2, 1867.

GENERAL: I am in receipt of your letter of October 28, enclosing communication from J. W. McClurg, chairman, &c., asking information in relation to certain lands granted by Congress to the State of Alabama in 1856 in aid of certain railroads in this State.

By an act of the legislature approved January 20, 1858, the grant was accepted, with the restrictions and upon the terms and conditions contained in said acts of Congress.

The records of this department do not show any other disposition of these lands than that of a general transfer contained in said act of the legislature to the several railroads designated in the act of Congress, and at present it is not possible to answer the first and second interrogatories only as indicated in the act of the legislature above mentioned.

I have no data from which I can give any information as to what lands have been selected by these railroads or what disposition has been made of the lands selected.

In relation to the roads being used during the war in aid of the United States or in aid of the rebellion, my information is that when either army was occupying the country in which the railroad was located they took possession and used the roads as occasion required.

I will endeavor by correspondence with the proper officers of these railroads to obtain the necessary information to enable me to answer the interrogatories fully and specifically.

I am respectfully, your obedient servant,

R. M. PATTON,

Governor of Alabama.

Brevet Brigadier General R. SAXTON,

Atlanta, Georgia.

A true copy:

R. SAXTON,

Brevet Brig. Gen. and Q. M. U. S. A., Chief Q. M. 3d Mil. Dist.

HEADQUARTERS THIRD MILITARY DISTRICT,
CHIEF QUARTERMASTER'S OFFICE,
Atlanta, Georgia, December 26, 1867.

GENERAL: I have the honor to enclose "copy of a letter" received from the governor of Florida, in reply to my request to him to furnish me with such information as he could concerning "lands granted to that State by Congress for railroads," as directed in your indorsement to me on the 24th of October, 1867.

I am, general, very respectfully, your obedient servant,

R. SAXTON,

Brevet Brig. Gen. and Q. M. U. S. A., Chief Q. M. 3d Mil. Dist.

Brevet Major General D. H. RUCKER,

Acting Quartermaster General, U. S. A., Washington, D. C.

EXECUTIVE DEPARTMENT, TALLAHASSEE, FLORIDA,
December 21, 1867.

GENERAL: I have the honor to acknowledge your letter of 11th instant, with the enclosed copy of a letter to General Grant, requesting me to give the information therein desired.

Question 1st. What disposition, if any, has been made by the State of Florida of railroad lands granted in 1856?

Answer. So much of said lands as were granted to aid in the construction of a railroad from Pensacola to the State line of Alabama, in the direction of Montgomery, were assigned to the president and directors of the Alabama and Florida Railroad Company, by acts of the general assembly approved December 23, 1856, and December 27, 1856. Since the passage of the act of May 17, 1856, granting said lands to the State, no act has been passed by the legislature disposing of any of said lands granted to aid in the construction of the roads from St. John's river to Pensacola, and from Amelia island to Tampa, with a branch to Cedar Keys. Prior to the passage of said act of May 17, 1856, that is to say on the 6th of January, 1855, the general assembly passed an act which provided that, should the United States thereafter grant land to the State to aid in the construction of certain lines of railroad indicated in said act, (among which were lines of road from the St. John's river to Pensacola, and from Amelia island to Tampa Bay, with an extension to Cedar Keys,) said lines of railroad should be entitled to all the benefits and advantages arising from said grant. Under this action it has been assumed that the benefit of said grant inured to the Pensacola and Georgia Railroad Company, the Florida, Atlantic and Gulf Central Railroad Company, and the Florida Railroad Company, for so much of said lines as were constructed by them respectively.

Question 2d. If such lands have been transferred to railroads, to what road and what quantity to each road, and what the dates of transfer?

Answer. This question is partly answered in reply to the first question. Each road was granted the whole amount the State would have been entitled to upon constructing the road. The Alabama and Florida railroad was completed the entire distance from Pensacola to the Alabama line, about 45 miles. The Florida, Atlantic and Gulf Central railroad was constructed from Jacksonville to Lake City, in the direction of Pensacola, 60 miles. The Pensacola and Georgia railroad has been constructed from Lake City in the line from Jacksonville to Quincy, in the direction of Pensacola, about 129 miles. The Florida railroad was constructed from Fernandina, on Amelia island, in the direction of Tampa to Waldo, and from that point continued the extension to Cedar Keys, making a distance from Fernandina to Cedar Keys of 154 miles.

Question 3. What quantity of lands, if any, were disposed of by the railroad companies?

Answer. All the railroad companies conveyed their lands to trustees in order to secure the payment of bonds or other indebtedness contracted upon the pledge of said lands or their proceeds. I do not know who were the trustees for each road. This information can probably be obtained from the railroad companies.

Questions 4 and 5. While the so-called confederacy held possession of the country through which the roads run they used them, and when the United States troops took possession they used them.

I am, general, most respectfully, your obedient servant,

D. S. WALKER,
Governor of Florida.

General R. SAXTON,
Chief Quartermaster 3d Military District.

True copy :

R. SAXTON,
Brevet Brig. Gen. and Q. M. U. S. A., Chief Q. M. 3d Mil. Dist.

C.

Reports of Brevet Colonel J. G. Chandler, chief quartermaster fourth military district, Holly Springs, Mississippi, dated respectively December 21, 1867, and December 26, 1867.

HEADQUARTERS FOURTH MILITARY DISTRICT,
OFFICE CHIEF QUARTERMASTER,
Holly Springs, Miss., December 21, 1867.

SIR : I have the honor to report, in compliance with your indorsement of date October 24, 1867, on letter from Hon. J. W. McClurg, chairman of Select Committee on Southern Railroads, of date October 16, 1867, that on the 29th October, 1867, I addressed a letter to Brevet Major L. C. Forsyth, assistant quartermaster Little Rock, Arkansas, directing him to report to me at once the facts in relation to grants of lands in the State of Arkansas to railroads.

Up to this date I have received no report from Major Forsyth, and have delayed my own report for that reason. The report for Arkansas will be promptly forwarded when received.

In reply to the first interrogatory I have the honor to report that the only road to which lands have been granted by the State of Mississippi is the Southern (Mississippi) railroad, now called the Vicksburg and Meridian railroad.

2. On the 2d of February, 1857, the State of Mississippi transferred to the Southern Railroad Company about one hundred and seventy-one thousand seven hundred and fifty-five acres, lying in the counties of Lauderdale, Newton, Scott, Kemper, Clark, Jasper, and Smith.

3. The Southern Railroad Company gave a mortgage on the 25th of March, 1857, to Joseph H. Johnston, trustee, to secure payment of five hundred bonds of \$1,000 each, due January 1, 1869; which bonds are held by sundry persons in Europe and the United States, for the payment of which bonds all the lands donated by the State of Mississippi to said company are held under said mortgage.

The Southern Railroad Company also gave a mortgage upon all the lands granted to the said company by the State of Mississippi, on the 27th of March, 1857, to Samuel Jandon, James A. Bayard, Christopher Fallon, and William B. Reed, of Philadelphia, Pennsylvania, trustees, to secure payment of eight hundred and fifty bonds of \$1,000 each, payable to Charles Macalaster or bearer. Two hundred and fifty of said bonds due January 1, 1862, three hundred on January 1, 1864, and three hundred on January 1867, all unpaid, and now held

by Hope & Co., of Amsterdam, Holland, De Rothschild, of London and Paris, George Peabody, of London, and several citizens of Philadelphia. The holders of such of above bonds as are due have extended the time of payment till January 1, 1890; the proceeds of sales of the lands covered by the mortgages to be applied to the purchase and cancellation of the bonds in the order of their priority; the trustees agreeing to release such lands, when requested by the Southern Railroad Company to do so, from the lien created by said mortgage; the release to be valid if executed by any two of the trustees. Sales have been made under these terms as follows:

Date of sale.	Name.	Residence.	Amount.
March, 1860.....	J. P. Walker	Lauderdale county	\$300 00
June, 1860.....	Josiah Condup	Scott county.....	500 00
December, 1860.....	T. Vivian.....	Newton county	400 00
June, 1861.....	William J. Morgan.....	Jasper county.....	660 00
February, 1861.....	H. Waldrip.....	Scott county.....	400 00
March, 1861.....	R. P. Dollar	Lauderdale county	200 00
March, 1861.....	Jared Watts.....	Newton county	600 00
May, 1861.....	Fred. Carr.....	Smith county.....	200 00
May, 1861.....	James A. Hendon.....	Scott county.....	400 00
May, 1861.....	Adolphus Noblin.....	do.....	200 00
March, 1863.....	John B. Usry.....	do.....	240 00
March, 1863.....	W. H. Judson.....	do.....	200 00
March, 1863.....	Thomas Rigby.....	Vicksburg.....	360 00
May, 1861.....	John W. Russum.....	Smith county.....	200 00
May, 1861.....	J. P. Tatum.....	Newton county.....	400 00
June, 1861.....	A. J. Buffington.....	Scott county.....	200 00
June, 1861.....	J. G. Blackwell.....	Newton county.....	200 00
June, 1861.....	John A. Crooker.....	do.....	200 00
March, 1862.....	William N. Raines.....	do.....	800 00
December, 1862.....	William R. King.....	do.....	400 00
March, 1863.....	Abel Champion.....	Scott county.....	320 00
March, 1863.....	T. F. Gardner.....	Newton county.....	200 00
March, 1863.....	C. N. Taylor.....	Scott county.....	480 00
March, 1863.....	Abijah Davis.....	do.....	200 00
March, 1863.....	M. Emanuel.....	Vicksburg, Mississippi.....	200 00
June, 1864.....	James McCabe.....	Scott county.....	480 00
Total.....	.....	.....	8,940 00

4. That portion of the Southern railroad from Vicksburg, Mississippi, to Big Black river, twelve miles, was used exclusively by the United States, from the capture of Vicksburg by General Grant to the restoration of the road to the company by General Canby, June 1, 1865.

5. Troops and supplies were transported whenever required by the so-called confederate authorities, for which service the confederate government owed the company upwards of a million dollars at the close of the war.

This is the only land grant road in Mississippi. The facts in reference to this road had to be procured from the records of the railroad company, and it is presumed that they are correct.

I regret my inability to furnish the necessary data in reference to railroads in Arkansas at this time, so that my report might be complete.

These latter reports will, however, be forwarded at an early day.

I remain, general, very respectfully, your obedient servant,

J. G. CHANDLER,

Brevet Colonel and Quartermaster U. S. A.,

Chief Quartermaster Fourth Military District.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

HEADQUARTERS FOURTH MILITARY DISTRICT,

OFFICE CHIEF QUARTERMASTER,

Holly Springs, Mississippi, December 26, 1867.

SIR: I have the honor to transmit herewith enclosed, in accordance with the requirements of your letter dated December 9, 1867, all the information attainable concerning the land grant railroads in Arkansas.

Thinking that it is necessary to forward these papers, or furnish the information that they contain, at the earliest possible moment, I have not made a brief of the matter.

Trusting that the enclosed papers contain all the information necessary for the purposes of the honorable Secretary of War,

I am, very respectfully, your obedient servant,

J. G. CHANDLER,

Brevet Colonel and Quartermaster U. S. A.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

HEADQUARTERS SUB-DISTRICT OF ARKANSAS,

OFFICE CHIEF QUARTERMASTER,

Little Rock, Arkansas, December 16, 1867.

COLONEL: In reply to your letter of October 29, requesting a report, for the information of the Secretary of War, of what disposition had been made by Arkansas of lands granted by the United States in 1853 to aid in the construction of railroads, I have the honor to submit herewith the following papers, which embrace all the information attainable:

1. Message of the governor to the general assembly of the State of Arkansas, at the session of 1866. (See pages 21 to 26, inclusive)
2. Report of M. Brayman, president, and Geo. C. Watkins, secretary, of the Cairo and Fulton Railroad Company.
3. Report of B. D. Williams, agent of the Memphis and Little Rock Railroad Company.
4. Annual report of the president of the Little Rock and Fort Smith Railroad Company.

Relative to the report of Geo. C. Watkins, late secretary of the Cairo and Fulton railroad, it appears that after the State seceded a new board of trustees were appointed, of which Mr. Watkins was secretary, and under whom most of the lands were sold. After the State came in possession of the United States forces, the old board were reappointed, and have disapproved and nullified, as far as possible, the acts of the board in power during the time the State was in the control of the rebels.

The Cairo and Fulton, Memphis and Little Rock, and Fort Smith and Little Rock Railroad Companies, are the only corporations in this State to whom grants of land have been made.

That portion of the Memphis and Little Rock railroad from Little Rock to Devall's Bluff, Arkansas, a distance of 49 miles, was completed and in running order at the commencement of the rebellion, and was used by the confederates until taken possession of by the United States, by whom it was used until November 1, 1865, when it was returned to the company.

The other companies have advanced no further than to locate their road and grading a few sections on different parts of the road.

Very respectfully, your obedient servant,

L. CASS FORSYTH,

Brevet Major and Assistant Quartermaster U. S. A.

Brevet Colonel J. G. CHANDLER,

*Chief Quartermaster 4th Military District,**Vicksburg, Mississippi.*

EXECUTIVE OFFICE,
Little Rock, Arkansas, December 14, 1867.

MAJOR : In answer to yours of this date, asking for such information as may be on file in this office in relation to the railroads of the State, I herewith send you a copy of the governor's message to the late legislature, which contains an abstract of all the information on file in this office relating to the railroads of the State, land grants, occupation, &c. (See message, pages 21 to 26, inclusive.)

With high respect, yours,

ISAAC MURPHY,
Governor of Arkansas.

L. CASS FORSYTH,
*Brevet Major and Assistant Quartermaster,
Chief Quartermaster District Arkansas.*

MESSAGE OF THE GOVERNOR TO THE GENERAL ASSEMBLY OF THE
STATE OF ARKANSAS, AT THE SESSION OF 1866.

Gentlemen of the Senate and House of Representatives :

It is with feelings of more than ordinary interest that, in accordance with the constitution and universal custom, I present, for your consideration, the state of the government, and recommend such measures as seem to me to be expedient.

The public mind is agitated by new and momentous questions, involving not only State interests and honor, but questions affecting the perpetuity and security of the national Union, and the principles on which it is based. No general assembly has ever met in this State on which so great a responsibility rested. Years of anarchy, and military rule, have left their natural fruits—passion, prejudice, and revenge, scattered broadcast throughout the State—rendering the enforcement of law, and the protection of the citizen in the enjoyment of his natural and constitutional rights, extremely uncertain. The elements of discord are of such a character, and have been stimulated by such fierce deeds, that it will require great wisdom and forbearance in the government to harmonize the discordant elements existing in the State. To the general assembly, selected by the untrammelled votes of the people, I look for that wisdom and prudence that will lead to confidence and harmony among the people, and to a speedy and permanent settlement of the existing national questions that agitate the public.

The present State organization is the offspring of necessity. Little Rock, the capital of the State, was occupied by the United States forces on the 10th day of September, 1863, and soon after the northwestern and eastern counties submitted to the same authority. The southern and southwestern counties were under the control of the confederate army. The seceding State government, under Governor Flanagin, occupied Washington, Hempstead county, as the temporary seat of government, without the power to enforce the law, or give protection to the citizens of the State. In fact, all civil government was at an end. Two military powers ruled in the State—the federal authorities at Little Rock, and in the northern and northwestern portions of the State ; the confederate authorities in the southern and southwestern portions of the State—every portion of the State being overrun alternately by independent bands and scouts from the contending armies, plundering, oppressing, and killing the people who remained at their homes. To a people who had, prior to the war, known only a government of law, this state of things was hard to bear, and every good citizen looked with intense longing to the time when civil government would again prevail. Moved by such feelings, public meetings were called in the early part of the winter of 1863 and 1864, at Fort Smith, Van Buren, and other points, to consult on the condition of the State. Those meetings recommended that delegates should be elected from the several counties to a convention, to be

held at Little Rock, on the 11th day of January, 1864. In pursuance of said recommendation, and in accordance with the proclamation of President Lincoln, elections were held in a majority of the counties, and forty-one delegates were elected, who met at the capital and organized a State convention. After careful deliberation, they remodelled the constitution of the State, passed various ordinances, and submitted the so remodelled constitution and ordinances to the people for ratification or rejection; appointed the present executive provisional governor, and established a provisional government, consisting of governor, secretary of state, and lieutenant governor, to continue in office till their successors were elected. At the election held on the 14th, 15th, and 16th days of March, 1864, the remodelled constitution and the ordinances of the convention were duly ratified by a vote of 12,177 for ratification, 226 against. At the same time, in pursuance of the ordinances of the convention, the governor, lieutenant governor, secretary of state, and the other State officers, the judges of the supreme and inferior courts, prosecuting attorneys, members of the legislature, and county officers generally, were elected.

On the 11th day of April, 1864, the legislature, so elected, assembled. On the 18th day of April, 1864, the governor was inaugurated, and the State government, put in operation in all its departments, was fully recognized by the President of the United States and all the departments of the federal government, as the only legitimate civil government in the State, and was corresponded with as such. At that time two hostile armies were arrayed against each other within the State limits, and so remained until the surrender of the confederate armies west of the Mississippi on the 26th day of May, 1865.

The executive of the State being extremely anxious, as much as in him lay, to relieve the anxiety and doubt of citizens and soldiers, and to restore confidence and hope in the future, issued the following proclamation :

“ To the people of Arkansas.

“ EXECUTIVE OFFICE, LITTLE ROCK, ARK., May 10, 1865.

“ FELLOW-CITIZENS : We trust that the war is over ; that precious, cherished peace is at hand. That soon all good men can go to their homes and live with their families in security, under the protecting power of law faithfully executed. Organized armies have ceased to contend. Our deluded and harassed fellow-citizens, who have been warring against their own government, are returning home as paroled prisoners. They have suffered much from the tyranny of their leaders. Led into rebellion by fraud, falsehood, force, and cruelty, they have been kept in arms by the same means. The government of the United States has offered them forgiveness, and all good citizens will now sustain that government, by upholding its laws. Prisoners, on complying with the terms of amnesty, are, in law, loyal citizens of the United States and of this State, and are entitled to full protection, until the right to it is forfeited by crime. They should be so treated as not to furnish them with an excuse for renewed aggression ; and nothing now is wanting to restore to Arkansas the security and happiness of a well-ordered society but unity, harmony, and the full exercise of the civil functions of the State. The enforcement of law by courts and juries will soon repress violence. Let us all, then, try to forget the past, and energetically press on to the restoration of our former peace, happiness, and prosperity. Let us, one and all, earnestly go to work to build up what this wicked rebellion has pulled down, striving to make the waste places glad, and to heal the ghastly wounds of this terrible war. We have all done wrong. No one can say that his heart is altogether clean, and his hands pure. Then, as we wish to be forgiven, let us forgive those that have sinned against us and ours. The land is steeped in blood, innocent blood, and defiled with crime. Let us wash it out with tears of sorrow and repentance, works of love, kindness, and charity, that peace, good-will, and confidence may return and dwell among us.

"To the end, therefore, that the good citizen may be protected in all his rights and privileges, it is necessary that the several counties of the State should be fully organized, and civil offices filled by capable and trusty men. To effect this, I most earnestly request the citizens of the counties that have not organized under the new constitution to meet and consult together and recommend to the governor of the State such men as they wish to fill the several county offices, that commissions may be forwarded at an early day. The sooner this is done the better it will be for all. And it is further proposed that those who are able will go to work energetically to raise food and provide clothing, that the suffering now so prevalent may be relieved. Let our last conquest be the conquest of the hearts of our enemies by kindness—then peace will be lasting."

This proclamation was received with favor by the disbanded soldiers and refugee citizens, who generally returned to their homes in hope and confidence. By the aid and through the recommendations of the best citizens, the unorganized counties were rapidly organized by the appointment of civil officers. The full complement of circuit judges were elected by the people, limited by the franchise law, since decided by the Supreme Court to have been unconstitutional. Thus, in a very short time after the close of the war, the State government in all its departments was fully organized and operating peacefully throughout the State—apparently to the satisfaction of all good citizens—and for a short time kind and harmonious feeling seemed to be restored between the late warring elements. A change came slowly, but decidedly, and during the last three or four months a proscriptive party spirit has developed itself to an alarming extent in portions of the State, threatening an appeal to arms, and a renewal of the late contest in a different shape. In this condition of political and social parties, a very grave and weighty responsibility rests on the representatives of the people. To them the people look for direction, and by their counsel and example the public mind will be guided.

This change of feeling took its shape and tone from the attitude held to each other by the President and the Congress; was stimulated by partisan papers; and if not calmed, can result in only evil. The good sense of the people will soon perceive that there is but little comfort or profit in the excitements of party, and that it is better and more profitable to devote their time and energies to the improvement of their fortunes and the development of the wealth of the State, too long neglected.

The executive has been earnestly intent upon administering the government in the spirit of the above proclamation, trusting that the interest and good sense of the people would soon put down all display of bitterness, and that gradually freedom of speech and of the press could exist without leading to personal or neighborhood conflicts; it being a leading principle in all free governments that each individual has a perfect right to form, and express courteously, his opinions on all questions of a public nature. The exercise of this right should offend no one.

The executive will heartily join with the general assembly in all measures calculated to promote the peace, good order, and prosperity of the people, and the restoration of former good will and social harmony.

The circumstances that surrounded the organization of the State government were of the most embarrassing nature. Not a dollar in the treasury—the people crushed in spirit, and stripped by the war of available property—it seemed to the State officers, on whom devolved the responsibility of putting the machinery of government in operation, as almost a hopeless undertaking. They entered on the discharge of their duties with hesitation and doubt, but determined not to shrink from the task imposed. By the favor of God, and the liberal and earnest support of the best class of citizens, the effort has been a great success; and, making due allowance for existing elements of lawlessness, the administra-

tion of law, in giving security and protection to citizens in all peaceful vocations, has been remarkably successful. The State is in a thoroughly organized condition. The treasury is able to meet all current demands. By the report of the auditor it appears that, after fully meeting current expenses, there was on the 30th day of September last the sum of \$153,540 37 in the treasury, subject to the current expenditure of the government.

For specific information in relation to the financial condition of the State, the general assembly is referred to the accompanying reports of the auditor and treasurer; and their attention earnestly solicited to the very important suggestions in the auditor's report, in relation to State lands, the revenue, and other matters connected with that office. The landed interest of the State is in a very confused condition. Wise and prudent legislation is needed to secure the unwasted remnants to the State.

I believe it would be to the interest of the State to establish a land department, charged with the management and control of the lands of the State, and with ample power to sell, protect, and to enforce collections. I earnestly invite your attention to this great interest. Unless some more efficient system be adopted the State will derive little benefit from her lands, and the confusion of conflicting titles will become the source of much litigation.

Some changes in the law in relation to the assessment and collection of revenue are needed to produce equality of taxation, and greater efficiency in collection, as well as uniformity, in the several counties. In some counties the sheriff is assessor and collector, in some an assessor is elected and the sheriff is the collector, and in some the assessment and collection are by separate officers. In one county each township has its assessor—the law requiring that the justice of the peace who received the highest number of votes shall be assessor for his township. This is the source of much confusion and should be remedied. A general law, operating equally on every county, certainly could not be injurious, but would tend greatly to order and system, and to uniformity of assessment throughout the State.

The revenue of the State will demand your grave attention. The prosperity of a State depends, in a great degree, on its revenue being sufficient to meet all needful expenses. A State whose scrip is at a discount cannot count on a high degree of prosperity. Taxes may be high, yet, if assessed on equal principles, operate as a stimulant to enterprise and industry, if the revenues are wisely appropriated to education, and to the improvement of roads and rivers. As the revenues of a State are generally expended within the limits of the State, the same persons who pay the taxes, through the general circulation, receive the amount back with profit on the investment. Taxes raised to carry on a foreign or domestic war are oppressive and ruinous to all industrial pursuits; but taxes raised and expended in the improvement of the country, and the education of the people, or for the necessary and liberal current expenditures of the government, circulating through all the arteries and veins of industry and trade, return to the tax-payer with increase, having acted as a healthy stimulus to all the departments of industry and enterprise. It is not the amount of taxation that crushes industry and enterprise, but its expenditure in useless and injurious schemes.

At the present time the condition of the people is such that it seems to be a necessity to reduce the rate of taxation as much as can be done with safety to the State, and its advancement to prosperity.

The education of the rising generation is of such vast importance, that it seems hardly necessary to call the attention of your honorable body to its very pressing demands.

No State in the Union is, at present, behind Arkansas in educational provision, and never in the history of a State have the people indicated a stronger desire for the establishment of a thorough system of common school education at the

public expense. The people are beginning to feel that ignorance is a crime, deeply injurious to the peace and happiness of society, for which not only parents, but the government also, are responsible. The experience of all enlightened countries has proved that popular education can only be generally diffused through the instrumentality of the government, by stringent legal requirements on parents, and furnishing the necessary means to build up and sustain schools for all classes.

Previous to the peace of 1815, the different governments on the continent of Europe had interfered only in a very limited degree in favor of general popular education. The long and bloody wars originating out of the French revolution seemed to have developed an intense desire among the populations of the different nationalities, more especially among the Germans, for general education. This desire seems to have been understood and encouraged by the ruling powers. The first Napoleon saw the vast importance to the government, and to the glory of France, of having education diffused through all orders of society, and devised an extensive scheme of popular education. But, in consequence of being continually engaged in war, little progress was made in carrying out his educational plans. Nor was any decided action taken in that direction by any of the European governments till about the years 1832-'33. Yet at the present time general and most thorough systems of popular education are established in France, Prussia, Austria, Switzerland, and all the German states, for all classes of the people, enforced by the government, and sustained by taxation. In those countries, no child, be he rich or poor, is permitted to come to manhood without education. The government not only provides the means and facilities for all, but requires, under efficient penalties, that every child between the ages of six and sixteen should receive a specified amount of moral, intellectual, and religious training at the public expense, thereby securing to society worthy members, and to government intelligent and capable agents for public service.

The statistics of those countries, whose educational systems have been fully developed, show that the expense of enforcing criminal law is decreased in proportion to the increase and diffusion of sound education among the people; and that the taxation required to suppress crime, where the masses are without education, will be lessened in proportion to the amount expended in proper educational training. In addition, all departments of industry are rendered more remunerative, and the order, peace, and happiness of all classes incalculably increased. In our own country it will be found that in those States in which the masses of the people are most thoroughly educated the highest degree of prosperity and the most rapid advancement in material wealth are the invariable results.

If the people of Arkansas wish to keep pace with the enlightened portion of the world, or with the other States of the Union, prompt and energetic action is required.

To the intelligence and patriotism of the legislature I respectfully refer this urgent and important subject, trusting that measures may be adopted to inaugurate a system of public schools that will place our State on an equality with other States in educational facilities.

Self-government and free institutions can only be permanent when based on a general diffusion of moral, intellectual, and religious education among the toiling masses. Ignorance and vice are apt to be near neighbors. Where the laboring masses are deprived of proper educational training in youth, the benefits they confer on society are small compared with the evils of which they are capable. The mere animal may destroy in an hour what required years of intellectual and cultivated labor to produce.

It is the duty of government to protect society from aggression. Without the potent agency of free schools that protection will be imperfect and uncertain.

Hereafter, if the State has free schools, they must be supported by taxation, as in other States. The liberal grants of lands made by the United States for

the purposes of education have been of little use in that direction ; and at present a very small amount of those grants or of their proceeds remains available. That the educational grants have been wasted should not lessen, but rather increase, our efforts to establish a system of popular education on a basis that will be secure and efficient in producing permanent results.

The Congress, by an act approved on the 2d day of July, 1862, granted to the several States land to the amount of thirty thousand acres for each senator and representative that any State was entitled to in Congress, by the apportionment under the census of 1860.

The act provides for the sale of the land so donated, and for the funding of the proceeds, and the faithful appropriation of the accruing interest to the maintenance of at least one college, the leading object of which shall be to teach such branches of learning as are related to agriculture and the mechanic arts, not excluding other studies.

To this grant several conditions are attached. The sixth condition is that no State, while in a condition of rebellion or insurrection against the government of the United States, shall be entitled to the benefit of the act. The seventh condition provides that no State shall be entitled to the benefits of the act unless it shall express its acceptance thereof, by its legislature, within two years from the date of its approval by the President. This condition has been complied with by an act of the legislature of this State approved May 11, 1864 ; and as the State government at that time was, and up to the present has been, performing all the functions of a State in the Union, and was so recognized by all the departments of the Federal government, the above conditions are fully met, and the State is entitled to claim the benefits of the donation. The only other condition attached to the grant, to which I shall call your attention, is the third, which provides that any State claiming the benefit of the provisions of the act shall establish at least one college by means of which the intentions of the grant can be executed and fully carried out, or the grant to such State shall cease. The limitation of time within which this condition must be complied with is five years from the 2d day of July, 1862. This renders it incumbent on the general assembly to act promptly, by either selecting some college already chartered or creating one through which the State can carry out all the requirements of the grant. Arkansas is truly, in character of soil and climate, an agricultural State ; yet, up to the present time, scientific cultivation has scarcely been known, and but few agriculturalists are prepared to estimate the wonderful results that science has produced in this department. Let a few farmers from the different sections of the State be thoroughly educated in all the scientific branches that relate to agriculture, and in a short time the whole community will feel the impulse of improvements, and gradually be imbued with a new spirit and stimulated by new inducements to acquire knowledge. Labor will not only become more remunerative, but it will be cheered and sweetened by the pleasures and refinements of intellect.

I look on the educated and refined cultivator of the soil as a gentleman occupying the most elevated and independent position in society. The establishment of an agricultural college is, therefore, earnestly recommended to the serious deliberation of the general assembly, in connection with the establishment of a general system of popular education, and the making of such appropriations as may be required to effectuate the object.

The losses, the excitements and sufferings of the war, have had a very depressing effect on schools and on the ability of the people to sustain them ; but even these great troubles have not discouraged them, and their determination to educate the rising generation seems to have been stimulated and strengthened thereby. The dread responsibility will soon be on our children, as it is now on us, to determine whether the fair inheritance of freedom and self-government,

transmitted from our ancestors, shall bloom in strength and beauty, or become a moral waste ; whether our country shall be the home of freedom or its grave ; whether law shall be a sure protection to life, character and property, or a mere mockery, to be trampled on by military despots or by ignorant and reckless mobs.

To meet these solemn responsibilities, therefore, as they should be met, with a determination to hand down to posterity the fair inheritance of ours, we must see that the young have thorough intellectual, moral, and religious culture, and that schools, with competent teachers, be provided at the public expense.

To promote the rapid development of the material wealth of the State, legislation should be so directed as to give encouragement to immigration, and the introduction of labor and capital into the State.

The wealth of a State is measured by the amount of labor performed, whether by muscle or machinery. Labor is the great producer, not only of wealth but of all the comforts and enjoyments of life, and should be honored as the efficient agent of progress and civilization. Capital, the product of labor, should never be in conflict with the power on which it rests. Both should be amply protected. Labor not only requires protection but should be stimulated and carefully encouraged by discriminating legislation. Capital has a greater self-protecting power than labor. No State can prosper whose legislation discriminates against labor and in favor of capital.

Arkansas, though possessed of all the undeveloped elements of wealth, is poor—perhaps the poorest State in the Union. This originates in the want of labor and machinery. The remedy is an increase of population, capital, and educated labor, to open our rich mines, appropriate our inexhaustible forests of timber to useful purposes, to manufacture our cotton, to build roads and canals, and to bring into cultivation our rich soil, now in a great measure lying waste.

The legislatures of nearly all the western States have seen the advantage of directing immigration to their States, and have made large appropriations for that purpose, besides holding out other inducements for the investment of capital. Perhaps a State can offer no greater inducements than by securing to all classes of citizens equal protection, and, by wise legislation, convincing all that honesty and industry will be honored and protected—that none, however ignorant, or of whatever nationality, will be deprived of equal legal protection.

The Congress has enacted a law, called the civil rights bill, which is designed to give equality of rights and equality of protection to all citizens of the United States, should States fail so to do. In a State where citizens are all freemen, and so recognized by its fundamental law, such principles must, of necessity, prevail, but otherwise if slavery or peonage was recognized as existing. But as neither slavery nor any form of slavery is recognized by the Constitution of the United States, or of this State, I respectfully recommend that the legislature take into consideration the propriety of conforming the laws of the State to the principles contained in the civil rights bill, and thereby relieve the citizen from depending on the United States courts for the enforcement of his rights, secured to him by the laws of the United States, but withheld, or attempted to be withheld, by State laws. Such cause of conflict between the courts of the State and of the United States should be avoided. Though laws passed by the Congress, in accordance with the Constitution of the United States, overrule State constitutions and laws, and State courts are bound so to decide, yet, as this is not well understood by the body of our citizens, it seems advisable that the laws of the State should be conformed, at once, to the changed condition of the social and domestic polity of the amended Constitution, and thus prevent litigation and unprofitable contention.

The *debtor* class of our citizens I earnestly recommend to the protection of the legislature. This is a large and generally an industrious and enterprising class ; they have suffered, as others, during the war, and peace threatens them

with the loss of all the products of a life of toil. Events over which they had no control have rendered it utterly impossible for them to pay, in many cases, even by a sacrifice of all their property. If pressed by suits and executions, a great number of good citizens will be reduced to insolvency, with their debts still unpaid. This hopeless condition can be avoided if a reasonable time be given them to pay their debts, and without injury to the creditor. I recommend the passage of a judicious stay law. On the other hand I suggest that the statute of limitation be so amended as to protect patient and forbearing creditors from incurring the risk of losing their debts through their forbearance.

The condition of the levees and the other reclamations of swamp and overflowed lands, will demand the serious attention of the legislature. It is a question of great doubt whether it will be prudent to restore to activity the whole system of swamp land legislation as existing before the war, or whether an entire new system of swamp reclamation should be adopted. The war and its incidents have so entirely changed the condition of the State and the people, in relation to this class of improvement, that, with the limited information before me, I can do no more than submit the whole subject of swamp and overflowed lands, and the improvements connected therewith, to the wisdom of the legislature.

The State land offices have been put in operation by appointing land agents. A land attorney and State collector has also been appointed. The principal motive in going thus far in reorganizing the land system of the State was, that citizens who had not perfected their titles could have an early opportunity of doing so; and that the books and papers of the several offices on which so many titles depend might be preserved, and losses, if any, discovered and supplied. The executive was unwilling to go further than immediate necessity and the pressing interest of citizens seemed to require. In this connection I would respectfully suggest the propriety of a thorough revision of the State land laws, so as to secure the faithful appropriation of the residue of these magnificent grants to the benefit of the people and the improvement of the State. And I would here further suggest, that a revision of the laws in relation to the office of land attorney and State collector seems to be required; the powers and duties of that officer should be defined, and specific penalties prescribed for losses sustained by neglect or unnecessary delays in discharging duties imposed in enforcing collections or claiming forfeitures. In many cases, lands bought from the State on credit, have been used for years without any payments being made; repeated transfers have been made at cash advances, and no payments made to the State, either by the assignor or assignee, and yet there is no evidence on file that an effort has been made to collect the money or to forfeit the land. This class of cases is large, involving tens of thousands, as will appear by reference to the books of the treasurer and auditor. One reason of the inefficiency of the present collecting system, no doubt, is that responsibility is divided between the land attorney, the auditor, the treasurer, and the district land agent—a system so complex as to render it difficult to either feel or fix a responsibility on any. Another reason, probably, is that the vendees are scattered over the State, and the land attorney finds it very inconvenient to make the necessary investigations preparatory to forfeitures or to bringing suits.

I would suggest that on failure of the vendee to pay interest, or instalments, within a limited time after due, the law be so amended as to enable the State to sue in the courts of Pulaski county, and perfect her forfeitures at the seat of government. As the law now stands, the land attorney must be officially present in all the counties of the State to understand whether it is his duty to declare a forfeiture, or bring a suit on the bond; and if suits are brought in different counties, he must be there with his records to meet every supposable plea or defence that an unscrupulous debtor may think proper to plead. It could not be deemed unreasonable to require all those who purchase land from the State on credit, either to comply with their contract, or to assign the reason

for their failure, at the county in which the records are kept. State and real estate banks have for some years scarcely been thought of, yet those terms suggest important considerations to patriotic legislators. How and when shall the debt created by those institutions be paid? The legislation required in this case will be principally contained in acts to raise revenue, and in the present condition of the State, the chief elements of wealth destroyed, and the people overburdened by taxation, additional taxation for this purpose is hardly to be expected; at least not till the State occupies the position of an equal in the Union of States. Yet this debt must ultimately be provided for, and every day's delay is accumulating its volume. To the wisdom of your honorable body this subject is submitted, with the confidence that such wise and judicious measures will be adopted as to protect the honor and good faith of the State, and also save the people from oppression.

On the 16th day of June last, Hon. William H. Seward, Secretary of State of the United States, transmitted to the governor of the State of Arkansas an attested copy of a resolution of the Congress, proposing to the legislatures of the several States a fourteenth article to the Constitution of the United States, your decision on which is required by law to be communicated to the Department of State of the United States, which attested resolution is as follows :

JOINT RESOLUTION proposing an amendment to the Constitution of the United States.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, (two-thirds of both houses concurring,) That the following article be proposed to the legislatures of the several States, as an amendment to the Constitution of the United States, which, when ratified by three-fourths of said legislatures, shall be valid as part of the Constitution, namely :

ARTICLE XIV.

SECTION 1. All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States, and of the State wherein they reside. No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws.

SEC. 2. Representatives shall be apportioned among the several States according to their respective numbers, counting the whole number of persons in each State, excluding Indians not taxed. But when the right to vote, at any election for the choice of electors for President and Vice-President of the United States, representatives in Congress, the executive and judicial officers of a State, or the members of the legislature thereof, is denied to any of the male inhabitants of such State, being twenty-one years of age, and citizens of the United States, or in any way abridged except for participation in rebellion or other crime, the basis of representation therein shall be reduced in the proportion which the number of such male citizens shall bear to the whole number of male citizens, twenty-one years of age, in such State.

SEC. 3. No person shall be a senator or representative in Congress, or elector of President and Vice-President, or hold any office, civil or military, under the United States, or under any State, who, having previously taken an oath, as a member of Congress or as an officer of the United States, or as a member of any State legislature, or as an executive or judicial officer of any State, to support the Constitution of the United States, shall have engaged in insurrection or rebellion against the same, or given aid or comfort to the enemies thereof. But Congress may, by a vote of two-thirds of each house, remove such disability.

SEC. 4. The validity of the public debt of the United States, authorized by law, including debts incurred for payment of pensions and bounties, for services in suppressing insurrection or rebellion, shall not be questioned. But neither the United States, nor any State, shall assume or pay any debt or obligation incurred in aid of insurrection or rebellion against the United States, or any claim for the loss or emancipation of any slaves; but all such debts, obligations, and claims shall be held illegal and void.

SEC. 5. The Congress shall have power to enforce, by appropriate legislation, the provisions of this article.

SCHUYLER COLFAX,

Speaker of the House of Representatives.

LAFAYETTE S. FOSTER,

President of the Senate pro tempore.

Attest:

EDWARD MCPHERSON,

Clerk of the House of Representatives.

J. W. FORNEY,

Secretary of the Senate.

This is the congressional scheme of reconstruction, and has been made the leading issue in the late elections, and sustained by large majorities. Though not all the insurgent States could desire, it becomes a very grave question for the legislature to decide whether any terms more favorable are likely to be obtained by opposition, or whether it is not the better policy for the State to accept the proposed terms, and thus secure the prompt reconstruction of the State into harmonious action with the governing States, and on an equality with them in the Union.

Judging from the results of the late elections, and from the decided tone of public sentiment in the States that subdued the insurrection, it is not probable that better terms will be granted. The effect of rejection, on the prosperity and happiness of the people of the State, demands solemn consideration.

An extensive railroad system is ready to start into rapid construction as soon as the political condition of the State renders it safe, in the judgment of capitalists. Large amounts of capital are waiting to be invested in manufactories, in commerce, and in agriculture, as soon as the political and social aspects of the State convince the controllers of capital that the danger of serious trouble is over, and that the political condition of the State is established on a secure and permanent basis. The ratification or rejection of this amendment, by the present legislature, requires serious, calm, and unprejudiced deliberation. In settling this great reconstruction question, statesmen will be influenced only by the general good or bad results that are likely to follow from their decision. What effect will that decision have on the railroad interests of the State; on our prospective manufacturing interests, and on our commercial and agricultural interests? What effect will it have in allaying or increasing sectional contention; and how will it, in fine, affect the general peace, prosperity, and good order of society in all its classifications?

In the decision of the great question calm intellect should preside, unclouded by prejudice or past irritations, and guided by a sincere desire to promote the social, religious, educational, and material welfare of the State. To the candid consideration of the chosen representatives of the people, therefore, this very important subject is submitted in all its bearings, trusting it will be so decided that no evil consequences will follow.

The railroads projected prior to the war will doubtless receive all the aid in the power of the legislature to give. No reports have been received from the Memphis and Little Rock road, the Iron Mountain and Helena road, the Pine

Bluff and Napoleon road, or the Fort Smith and Little Rock road; although, previous to the war, all these roads were in process of construction.

The executive has been furnished with a report, made by a special committee, to the board of directors of the Mississippi, Ouachita and Red River railroad, dated March, 1866. General Brayman, the president of the Cairo and Fulton railroad, has courteously furnished me with a brief historical statement of that road, for which my acknowledgments are due.

The directors of the Mississippi, Ouachita and Red River railroad seem to have commenced operations for work in the fall of 1852, and continued to the opening of the war, with flattering prospects of a speedy realization of their anticipations. At that time \$444,742 79 had been invested in construction and necessary general expenses. The result of this expenditure was, that the whole route, from the Mississippi river to Red river, a distance of one hundred and fifty-five miles, with the exception of about sixty-five miles, in various gaps, was cleared and grubbed one hundred feet wide, and graded; and seven miles of the track were laid across the bottom lands of the Mississippi. There was left, after all expenses are paid, a balance of \$110,874 22 in favor of the company. In addition to which, the company, by act of the legislature, approved January 16, 1861, received the large addition to its assets of some two hundred and fifty thousand acres of valuable land, being all the State lands in the Champagnolle swamp land district, as stock in the road.

As yet no deed has been made of these lands to the company, although the present executive has informed the president of the company that, on receiving take reasonable assurances of the completion of the road in a limited time, he would pleasure in carrying out the terms of the grant, so far as it depended on his action. This road, when completed, will open up to capital, enterprise, and labor, the richest portion of the State. From Camden to the Mississippi river, the road traverses one of the finest cotton-growing regions, perhaps, in the world. Near Camden, on the Ouachita, inexhaustible coal beds are to be found—a fact that will ultimately make that portion of the State the rival of Massachusetts in manufacturing wealth. It will lead, also, to the development of the lead, copper and silver deposits, said to abound in the mountainous regions lying adjacent to this road. I, therefore, earnestly recommend this road to the fostering care of the legislature.

The Cairo and Fulton Railroad Company was chartered January 12, 1853. On February 9, 1853, the Congress granted to the State of Arkansas six sections (3,840 acres) per mile, for a road from Cairo to Texas, with branches to Fort Smith and the Mississippi river. On September 25, 1854, the survey of the main line was completed and reported, length 301 miles; making the grant one million one hundred and fifty-five thousand eight hundred and forty acres, (1,155,840.) On January 16, 1855, the legislature of Arkansas passed an act transferring the lands to the company; but the conditions were such that the company declined to accept them. On November 26, 1856, another act was passed for the same purpose, which the company accepted on December 10. July 20, 1857, the schedules were delivered to the company, at the General Land Office, for 1,069,229 40-100 acres; and on June 9, 1859, supplemental schedules for 46,180 acres, being, in the aggregate, 1,115,409 40-100 acres—a deficiency of 40,430 59-100 acres. On November 1, 1859, the board ordered the issue of five millions in bonds, payable in twenty-five years from that date, with interest, payable semi-annually, at seven per cent.; and also, the president to prepare forms, and a deed of trust to John More, John Wilson, and Mason Brayman, covering, &c., all lands acquired, or to be acquired. The president (M. Brayman) reported the form of bond and deed of trust, which were adopted, and ordered to be executed and recorded. On May 6, 1860, the last stockholders' meeting was held, prior to the war, which adjourned without an election for director, the old board holding over.

After the passage of the secession ordinance, the board took disloyal action by tendering the land of the company to the State convention, for the use of the rebellion, and no further lawful business was done during the war. On May 18, 1866, the board of directors met, and having rescinded all disloyal or illegal acts, adopted measures for obtaining a renewal of the land grant, and for resuming business. On July 28, 1866, the Congress renewed and enlarged the grant from ten years from the passage of the act, and making it ten sections (6,400 acres) to each mile, being, in the aggregate, 1,926,400 acres.

The capital stock of the company is \$1,500,000, with power of increase, in shares of \$25 each, five per cent. being payable on subscribing. The charter authorizes the building of a railroad from the Missouri line to Texas, with branches in Arkansas, not interfering with other railroad franchises. The powers granted to the company are of the most liberal character. Capital stock and dividends are free from taxation. When the road is completed, and a dividend of ten per cent. declared, the company is to pay the State $2\frac{1}{2}$ per cent., annually, on its net profits. Portions of the road east of White river were graded before the war. The expenditures of the company are about \$122,000. The engineer's original estimate for the entire work of construction and equipment, made in 1854, was twenty-one thousand one hundred and seventy-five dollars per mile, being, for the whole distance, six millions three hundred and seventy-three thousand eight hundred and two dollars. The prices of labor, and of the products of labor, having nearly doubled, these estimates will have to be increased in proportion. With the assurance of the completion of the road, and confirming sales to the lands along the completed sections, the lands granted to the road will, perhaps, more than pay for building it. The road, through its entire length, passes through immense bodies of the very best agricultural lands in the State, that will command from five to twenty dollars per acre. The powers and privileges of the road are so well devised and so ample that any further legislation would seem to be unnecessary. It is the opinion of the executive that the State would be greatly benefited by taking a portion of the stock of this road, as much, proportionately, at least, as it has taken in other roads. Nothing will bring wealth and prosperity so rapidly to the State as the building of railroads; and wise policy demands that the State give all the aid and encouragement in her power.

The president of the board informs me that the work will be commenced on the line during the ensuing winter, at such points as may be decided on, and that the interrupted connections towards Cairo and Texas will soon be renewed; that the Texas road is in progress in two directions, affording connections with Galveston, on the Gulf, and El Paso, in Mexico. He also assures me that, the land grant being on the same favorable terms to the branches to Fort Smith and Memphis, and also the Missouri portion of the line, will insure their rapid completion. The connections of these roads with the Iron Mountain road, the Illinois Central at Cairo, with the Memphis and Charleston road at Memphis, and with the Neosho Valley road at, or near, Fort Smith, will afford outlets for all the productions of the State, give easy access to immigration, and lead to the rapid development of all our immense stores of wealth. It is impossible to exaggerate the importance of this road and its branches to the people of the State.

It is reported that work has been commenced on the eastern end of the Memphis and Little Rock road, with a large force employed; but the executive has no official information from the officers of the company in regard to its action since the close of the war.

The State holds stock in the road to the amount of \$40,000. She also holds a mortgage on the road and material, to secure the payment of one hundred thousand dollars, loaned to the company by act of January 3, 1861, and bearing interest at eight per cent., payable semi-annually. On the 3d day of January next, six years' interest will be due on this loan. By resolution of the general

assembly, approved May 17, 1864, the company were required to make a report to the governor of the fiscal condition and affairs of said road, from the time the State became a stockholder; also to report a copy of the bond and mortgage executed to the State, for the payment of the one hundred thousand dollars so loaned; the notice to the company to be given by publication in two newspapers published in Little Rock. The governor caused notice to be given, as required by the resolution. Although the governor was required, on failure of the company to report within twenty days after publication of notice, to take possession of the road and its rolling stock, the completed portion, from Little Rock to Devall's Bluff, on White river, being at that time in possession and use by the army of the United States, he found it impossible to comply with the requirements.

Copies of the resolution, however, were forwarded to the Secretary of War, and to the members of Congress elect then at Washington city. Afterwards the road was surrendered by the United States military forces to the company, and is now under their entire control; yet no report has been received.

As the State has so large an interest in the successful management of this road, your honorable body will see that she suffers no loss for want of needful legislation.

By act of January 15, 1861, the proceeds of sales of swamp and overflowed lands in the Clarksville swamp land district were granted to the Little Rock and Fort Smith branch of the Cairo and Fulton railroad; and on March 1, 1861, thirty-eight thousand dollars of said proceeds were paid to the president of the road. Some work was done on this road prior to the war, but as no report has been made to the executive, he is unable to give any information as to the condition of the company, or of its business transactions.

Under the same act, (January 15, 1861,) the proceeds of the Fayetteville land district were granted to the Northwestern Border railroad, a road to run from Cassville, Missouri, through Bentonville and Fayetteville, to Van Buren, on the Arkansas river. The charter was granted to this company by act of December 6, 1860.

There is no evidence on file of the organization of the company, or of either grant being accepted. It will, therefore, be in the power of the legislature to recall both the grant of the charter and the grant of the proceeds of the swamp lands of the Fayetteville district. The propriety of which is respectfully submitted.

The State has no interest in the Pine Bluff and Napoleon, and the Iron Mountain and Helena roads. Both roads run through highly productive regions, and when completed will be of general benefit, and add immensely to the wealth of the State. I recommend them to the care of the general assembly.

The common roads of the State are in a very dilapidated condition. Good roads are not only a great convenience to the travelling public, but a necessity to the business of the State. I would suggest that such revision of the laws should be had as would render them more effective in producing the desired result.

The Arkansas Institute for the Education of the Blind was incorporated by an act passed February 4, 1859, and opened for the reception of pupils in the same month, under charge of Otis Patten as superintendent. It does not appear, from the information in my possession, how Mr. Patten was to be paid for his services, or how the institution was to be sustained, as the act of incorporation provides no funds, nor indicates any plan to procure funds for building up and sustaining this truly benevolent institution. However, by an act of the legislature, passed January 19, 1861, some amendments were made to the act of incorporation, and an appropriation of two hundred dollars, out of the Seminary and Saline funds, for the board, tuition, and other incidental expenses of each indigent pupil, not to exceed twenty. An appropriation of \$900 was also made

to pay the salary of the principal of the institution. With this aid, amounting to \$3,807 drawn from the treasury, and \$500 69 from subscriptions and donations, \$36 70 received from pupils, \$90 55 proceeds of exhibitions given by the pupils, and \$403 31, proceeds of the sales from the workshop—amounting, in all, to four thousand nine hundred and thirty-eight dollars and seventy-five cents—the institution was organized, houses and furniture procured, and thirteen blind children were supported and educated, for two years, from the first day of October, 1860, to the 30th day of September, 1862, as will appear by the report of the superintendent herewith submitted.

By the report of Hon. Harris Flanagin, president of the board of trustees, dated October 17, 1866, and herewith submitted, it appears that the institution was kept in successful operation until the autumn of 1863, when, owing to the condition of the country, it was closed, and the superintendent, with his family, removed to Louisville, Kentucky, by the consent of the authorities. Some time in the year 1864 the trustees, seeing no prospect of the reopening of the institution, and in the then agitated condition of the country unoccupied property being in great danger of destruction, sold the property of the institution, and appropriated the proceeds to the payment of debts incurred. The presumption is that they acted wisely. Great credit is due to the trustees and superintendent for effecting so much out of the very limited means at their command.

To your honorable body, and to the generous people of Arkansas, no argument is needed to convince either that this infant institution should receive the most liberal encouragement. The blind are generally the offspring of destitute parents, whose very destitution, it may be, has been the cause of their grievous affliction. A very small portion of the blind are so born, for blindness is generally the result of disease and neglect. If they are educated, it must be in youth or not at all. If left to private efforts it cannot be done.

The appeal of this helpless class to the State for the means of rescuing them from a life of misery, and giving to them the power of becoming useful to themselves and to society, will not be in vain.

As the institution has not yet been permanently located, the location should be made permanent, and such endowments made as would do honor to the justice and liberality of the people of the State.

The receiver of the separate court of chancery, Gordon N. Peay, has furnished me with a copy of his report to the chancellor on the financial condition of the Real Estate Bank, its liabilities and assets. He has also, at my request, submitted some suggestions in relation to the taxation of bank lands under his charge. Both of these papers are respectfully referred to the general assembly for its information. Portions of the lands referred to by the receiver have been sold for taxes, causing additional expense to the State in redeeming the same, and which the receiver has felt bound to pay out of any available funds that were in his hands; which amounts to taking money out of one fund belonging to the State to pay taxes and penalties which have accrued on lands on which the State holds a lien to their full value. If it can be done, this should be remedied. It might be done, perhaps, by enacting that in all cases of failure of the mortgagor or his assignee to pay the taxes on bank lands the collector should at once report the fact to the receiver, and he be authorized to enter an absolute forfeiture of such lands to the State. As all the mortgaged lands have been subject to foreclosure since 1861, and no action has yet been taken by the solicitor for the State, it might be advisable critically to investigate the adequacy of the existing powers of the chancery court having exclusive jurisdiction over the bank and its assets; and also whether the means now provided by law for bringing parties before the court might not be improved, so as to save expense and delay. The court should not be retarded or crippled by tedious and unnecessary formalities. I requested the solicitor, Hon. J. D.

Walker, thoroughly to investigate the whole subject of these mortgages, and report the result for the benefit of the legislature, which I presume will be done during the session.

I feel it to be a duty imposed on me to call the attention of the legislature to the utter inadequacy of the present salaries of the State officers to meet the largely increased expenses of living. Most of the necessities of life are at prices four times as great as at the time when those salaries were fixed. Rents of houses have also greatly increased. With their present salaries officers cannot support their families respectably, and are forced to carry on other business, to the neglect of their official duties. This should not be so. The State should pay her servants enough to enable them to live in comfort, and justify them in giving their whole time and mind to the public service. This subject is earnestly recommended to the favorable consideration of the general assembly.

The penitentiary buildings have become greatly dilapidated by the incidents of the late contest, and will require a large outlay to stay the waste that is daily occurring, for the want of constant attention. Since the occupation of Little Rock by the United States forces the penitentiary has been under the control of the commander of the department, and used as a military prison. Convicts sentenced to the penitentiary by the courts of the State have been received by the military authorities and provided for in prison without expense to the State.

No application has been made to the military authorities of the United States for the restoration of the prison to the State authorities. The executive was not willing to assume the responsibility of taking charge of the institution without the assent and direction of the legislature, and without the appropriation of funds sufficient to enable him to protect and sustain it in a useful and efficient manner.

The military superintendent of the prison, Brevet Lieutenant Colonel Logan, in his report to me, dated the 25th October, 1866, represents that the walls of the prison yard are in good condition, but that all the buildings need repairs. The cells especially are in a very bad condition; the roof leaks, and the walls of the cells have been seriously damaged by prisoners digging through. The iron gratings are so eaten with rust as to make them unsafe; locks are broken and keys lost, so that few cells are fit to secure prisoners. The buildings erected for a workshop also need repairs, tools, and material.

In the present condition of the finances of the State it would seem to be imprudent to appropriate large amounts for the repairs or furniture of the prison, and yet if it is not repaired the waste will be accelerated. I will suggest that in all probability the prison buildings, with the labor of the convicts, might be let on favorable terms for the ensuing two years, thereby giving the State time to recuperate from great losses and to devise plans for operating the institution on economical principles. It has been a continued drain on the State treasury since its first erection. No legislature has yet met without making heavy appropriations for the penitentiary. Other States have made their penitentiaries a source of profit. Why cannot Arkansas do the same?

In connection with this subject of the penitentiary I respectfully ask the attention of the general assembly to the propriety of so amending the criminal law as to permit courts and juries, at their discretion, to impose a term in the penitentiary of less than one year, or fine and imprisonment in the county jail, as a punishment for petit larceny and like offences. Those best conversant with the administration of our criminal law admit that the changed condition of our social institutions renders some amelioration of penalties advisable, especially in the case of petit offences.

It is to be regretted that the legislature has not the power to establish a lower grade of criminal courts, for the summary trial of small crimes and

offences. This will probably require an amendment to the constitution. If so, I suggest that such an amendment be proposed.

The attention of the general assembly is invited to the able and accurate report of the adjutant general of the State. Complete details of the organization of the several Arkansas regiments, with a succinct military history of each up to the time of its muster out, will be found in the report. It also gives information relating to the organization of certain volunteer militia companies in different parts of the State, designed for the protection of peaceable and industrious citizens from the depredations of the lawless, and to aid and protect the civil authorities in the enforcement of the laws. This report should be printed, as thousands of citizens are interested in the facts therein contained; and those entitled to back pay and pensions are especially interested in its publication, as the evidence on which their claims rest is to be found therein. In this connection, the executive takes occasion to express his pleasure at the cordial and efficient co-operation of the United States military authorities of this department with him in his efforts to restore and reorganize the government of the State.

The attention of the general assembly is earnestly requested to the important suggestions of the secretary of state, as superintendent of schools, concerning the education of the youth of the State.

I cordially join with him in recommending a separate educational department, the officer at the head of which shall have a sufficient salary to enable him to devote his whole time to the establishment of a thorough system of education throughout the State.

I respectfully urge, also, on the attention of the legislature the suggestions of the secretary in regard to the State library and the condition of the public buildings. They require immediate attention. A small outlay now, wisely applied, may prevent irreparable destruction, and save a largely increased expenditure hereafter.

I would likewise suggest the propriety of having the broken sets of the supreme court reports restored, by causing a reprint of a sufficient number of copies to perfect them, and to supply the great deficiency existing. There is an extraordinary demand for these reports, both by the public and by persons at home and abroad, on account of so many of them having been destroyed during the late war.

The leading object of general interest which will present itself to your honorable body at the present time, is the full restoration of the State to a condition of real and assured prosperity, by re-establishing confidence and harmonious relation among the people, not only of the State, but likewise with the people of sister States. Likes and dislikes, arising from locality of birth place or origin, are founded neither in reason nor good sense, but are indications of mental weakness and intellectual ignorance. Honesty, honor, and manhood are found in all parties, and are the same in all countries. So, dishonesty, meanness, and moral degradation exist everywhere and in all parties. The true, the noble, and the good, should be honored wherever found; and the false, the base, and the wicked may be pitied, but cannot be honored, even if found in our households.

It is the part of wisdom now to invite capital, labor, industry, and enterprise, to develop the dormant riches of the State and bring them into active circulation. This should be done without regard to nationality. While stringent laws should be passed for the repression of idleness, vice, and crime, that all may rest in security, law-abiding citizens should also be fully protected in all their rights and immunities.

In conclusion, I humbly invoke the favor of our God and Savior on your labors, and earnestly ask Him to guide you in the discharge of all your duties.

ISAAC MURPHY,

Governor of Arkansas.

OFFICE OF MEMPHIS AND LITTLE ROCK R. R. COMPANY,
 WALDRAN BLOCK, No. 450 MAIN STREET,
Memphis, Tennessee, November 20, 1867.

DEAR SIR: R. C. Brinkley, esq., president of this company, handed me your letter under date 12th instant, and requested me to answer it. The United States government on the 13th of August delivered to this company two certificates of land, under the act of February 9, 1853, amounting, in the aggregate, to $89,212\frac{90}{100}$ acres. On the 27th day of May, 1859, we received two more certificates of land under same act, amounting to $38,025\frac{61}{100}$ acres; making in all $127,238\frac{51}{100}$ acres.

The company have sold to actual settlers and to parties for building the road, or portions of it, 11,643 acres, leaving a balance in the hands of the company of $115,595\frac{51}{100}$ acres.

Under the act alluded to by you, this company was and is entitled to $438,648\frac{89}{100}$ acres, if the same could be found along the line of the road, within fifteen miles of the track on each side. When the company came to select and locate these lands, they found that the State of Arkansas claimed nearly all the lands along the line of the road, under a previous grant by Congress to the State, known as the swamp and overflowed land grant, and it was with great difficulty and expense that the $127,238\frac{51}{100}$ acres were secured to this road. The names and residences of the purchasers I am unable to give.

I am, very respectfully, your obedient servant,

B. D. WILLIAMS,
Land and General Agent M. and L. R. R. Co.

Major L. CASS FORSYTH,
Assistant Quartermaster, Little Rock, Arkansas.

LITTLE ROCK AND FORT SMITH RAILROAD COMPANY,
 SECRETARY'S OFFICE,
Little Rock, Arkansas, December 9, 1867.

MAJOR: In reply to your communication of the 12th of November, requesting information concerning the land granted by Congress to this company to aid in the construction of their road, I send you herewith a copy of our last report, which embraces all the information that can be given.

Very respectfully, your obedient servant,

J. H. HANEY, *Secretary.*

Major L. CASS FORSYTH,
Assistant Quartermaster U. S. A., Little Rock, Arkansas.

Annual report of the president of the Little Rock and Fort Smith Railroad Company, made to the governor, including the report of the special agent.

TIME OF REGULAR ELECTIONS AND MEETINGS.

Annual election of directors—Third Monday of December, at Van Buren.
Annual meeting of stockholders—Last Monday of December, at Van Buren.

LATE PROCEEDINGS OF THE BOARD OF DIRECTORS.

[Extracts.]

VAN BUREN, *October 19, 1866.*

The board met pursuant to adjournment.

Present—Messrs. Turner, Scott, Ward, Bostick, Rose, Hays, and Thurston.

An election for directors, to fill vacancies, was held, with the following result : Whitfield Boren, vice Henry Wilcox, deceased ; John B. Ogden, vice D. L. Bourland, deceased ; Harvey Stewart, vice Isaiah Vinsant, deceased ; W. F. England, vice J. E. Manley, deceased ; L. C. Southmayd, vice Jacob Rogers, deceased ; J. L. Shinn, vice Stephen Rye, deceased ; John King, vice L. C. Howell, deceased.

John Bostick was added to the executive committee, to fill the vacancy occasioned by the death of Henry Wilcox.

Proposals for consolidation were submitted by General John Edwards, of Fort Smith, on behalf of the Cairo and Fulton Railroad Company, and by Colonel John Robertson, on behalf of the Memphis and Little Rock Railroad Company. Letters were also read from P. C. Wright, president of the American Emigrant Aid and Homestead Company, of New York, proposing construction of road and settlement of railroad lands with laborers.

The above propositions, together with all others of a like nature that may be hereafter received, were referred to a select committee of three—Messrs. Turner Scott, and Rose—with full power to act for the company, definitely and conclusively, subject to the approval of the board of directors or to the ratification of the stockholders, at their next annual meeting, on the last Monday in December, 1866.

The report of J. H. Haney, special agent of the company, was read and referred to the president.

Adjourned to ten o'clock to-morrow morning.

OCTOBER 20, 1866.

Board met pursuant to adjournment.

Present—Messrs. Turner, Ward, Rose, Hays, Scott, Southmayd, Boren, Thruston, Bostick, and England.

Resolutions were adopted thanking General John Edwards and General M. Brayman for their services in procuring the passage of the act of Congress of July 28, 1866, reviving and increasing the grant of lands to aid in the construction of railroads in Arkansas.

Resolutions were adopted authorizing a committee—Messrs. Turner, Scott, and Rose—to contract with J. H. Haney, former chief engineer of the company, for the performance of the work of engineering from Little Rock to Fort Smith ; also, to prepare and open subscription books, and receive new subscriptions to the capital stock of the company, should they deem it expedient to do so.

A resolution was also adopted in compliance with the last proviso of the act of Congress of July 28, 1866, rescinding any action that may have been done by the company with reference to the late Confederate States.

The board then adjourned, to meet at Van Buren on the third Monday of December, 1866.

JESSE TURNER, *President*.

J. H. HANEY, *Acting Secretary*.

REPORT.

OFFICE OF THE LITTLE ROCK AND FORT SMITH RAILROAD CO.,

Van Buren, November 1, 1866.

SIR : I beg leave to present the following report of the present condition of the Little Rock and Fort Smith Railroad Company, so far as I have been able to ascertain the same :

Work on the road was suspended in July, 1860, and has not since been resumed. It was found to be impossible to proceed with the work from the proceeds of land sales or stock subscriptions, or both combined. An effort was therefore made in the summer of 1860 to raise funds by mortgaging a part of

the land donated by Congress to aid in building the road, but without success. An appeal was then made to the legislature for aid, which was responded to by the passage of an act approved January 15, 1861, appropriating the swamp-land fund of the Clarksville district to aid the company in building the road. This fund amounted to thirty-eight thousand dollars, and was paid over by the State treasurer to the undersigned in March, 1861, and by him delivered to Captain P. Pennywit, the treasurer of the company, on the 28th day of March, 1861.

During the spring and summer of that year, a small amount of this fund was used to pay the current expenses of the company and some of its outstanding liabilities. But I am happy to state that the greater part of this fund still remains in the hands of the treasurer, unappropriated, who fortunately has preserved it through all the changing vicissitudes of the late terrible civil war, for which he is entitled to the thanks of the company. The condition of the country, from the beginning to the end of the war, was such as to make it simply impossible to accomplish anything towards building the road, and the termination of the war found our people so impoverished, that, for the present, we can do but little in the way of forwarding this important enterprise; but the company is disposed to press on with unflagging zeal, and to do whatever can be done to insure a railroad for western Arkansas at the earliest day possible.

During the war, at least half our stockholders have died, removed from the State, or been utterly ruined financially by the vicissitudes of the war, and nearly half of the directors have also died or disappeared from the State since the spring of 1861. But, being anxious to revive this important enterprise and to organize our long dormant company, the undersigned advertised for a meeting of the surviving directors at Van Buren, on the 17th of May, 1866, but failed to get a quorum for the transaction of business. In the mean time the grant of land to aid in building the Cairo and Fulton railroad, and its two branches, had reverted to the United States, in consequence of the company's failure to build twenty miles of the road within ten years, as required by the act of Congress of 9th February, 1853. It therefore became an object of primary importance with the company to secure, if possible, a renewal and extension of the land grant. Fortunately, this was accomplished on the very last day of the late session of Congress by the passage of an act renewing and putting in full force the grant as it originally stood, and making an additional grant of four sections per mile to aid in building the Cairo and Fulton railroad and its two branches.

For the passage of this act of Congress, and the good results that are likely to flow from it, we are principally indebted to General M. Brayman, president of the Cairo and Fulton Railroad Company, and to General John Edwards, of Fort Smith, and especially, so far as the western branch is concerned, are we under obligations to the latter gentleman for the untiring zeal and energy displayed by him in pressing the passage of this act of Congress. The grant, as renewed and enlarged, secures for the use of the company more than *nine hundred thousand acres of land*, which, if judiciously disposed of, ought to enable the company to build the road.

Soon after the passage of this act of Congress the undersigned advertised for another meeting of the board of directors, at Van Buren, on the 18th of October, 1866, at which time and place a quorum attended, and the company was reorganized by the election of new directors to fill vacancies which had happened during the war. At this meeting of the board a resolution was adopted in conformity with the proviso embraced in the third section of the act of Congress of 28th July, 1866; this being necessary to enable the Secretary of the Interior to file a certificate in his office, and also in the office of the secretary of state of Arkansas, stating that this company has reorganized its board of direct-

ors in a lawful manner; the filing of which certificate is made necessary before our company can obtain the benefit of said grant.

At this meeting also the board received the report of J. H. Haney, esq., appointed special agent to investigate and report upon the present condition and future prospects of the company. To this able and interesting report, marked A, which accompanies this communication, I invite special attention. A meeting of the stockholders will be held at Van Buren, on the third Monday in December next, to elect new officers and to take such steps as may be deemed advisable, looking to the early resumption of work on the road. Propositions have been made by the Cairo and Fulton Railroad Company and by the Memphis and Little Rock Railroad Company to consolidate their respective companies with the Little Rock and Fort Smith Railroad Company, which propositions have been referred to a committee of three, who are authorized to agree to such terms of consolidation with either of said companies as may seem most likely to promote the interests of our road, and report to the meeting of stockholders to be held at Van Buren on the third Monday in December next; their action in the premises, however, to be subject to the ratification or rejection of the board of directors elected at said meeting. If advantageous terms can be obtained from either of said companies, a consolidation, it is believed, would be desirable, and would, most likely, insure the speedy building of the road. The Little Rock and Fort Smith railroad would be simply a continuation of the Cairo and Fulton railroad and of the Memphis and Little Rock railroad.

Regarded in this light, its completion ought to be an object of great importance to the cities of Cairo and Chicago, and it is believed of still greater importance to the city of Memphis; and, controlled by one directory, under the lead of a competent and energetic head, fully alive to the necessity of the work, and with sagacity to perceive and comprehend the vast interests at stake, the building of the road to Fort Smith would be regarded as a fixed fact.

To dwell on the advantages of this road and its absolute importance to the full development of western Arkansas, would be quite superfluous. Aside from its great importance, considered merely as an Arkansas road, it will, in all probability, become the main trunk of a great national highway, commencing at a point on the Mississippi river opposite the city of Memphis, and running thence near the thirty-fifth parallel of north latitude to the Pacific ocean. If this should be its destiny, and I confidently believe it will, it will, in my estimation, give it a prospective importance second to no railroad on the continent.

All of which is respectfully submitted:

JESSE TURNER,
President.

His Excellency ISAAC MURPHY,
Governor of the State of Arkansas.

REPORT OF J. H. HANEY, SPECIAL AGENT.

VAN BUREN, *October 18, 1866.*

SIR: In obedience to your instructions, dated June 5, 1866, I have the honor to make the following report, the result of my investigations of the affairs of your company:

Immediately upon the receipt of your instructions, a search for the books, maps, papers, and other property of the company was made at Fort Smith, Van Buren, Little Rock, and other places, but with very poor success. Advertisements were then published in the leading papers of Fort Smith, Van Buren, Little Rock, and St. Louis, offering a reward for their return, but without the slightest success. The parties who are responsible for their loss have probably either destroyed them, or are now far beyond reach in a more congenial clime. I have been fortunate enough, however, to find on file, in the office of the secre-

tary of state, at Little Rock, the original map of the road, and the certified lists of lands attached thereto. These, together with a few county maps of railroad lands, and a portion of the notes of the surveys, which were preserved with my books, are all that now remain. The secretary's books and papers, the valuable bound volume of township maps of railroad lands, and the maps, profiles, and papers belonging to the engineer department, are all gone.* No trace of the office furniture has been discovered.

When it became apparent that the search for the records of the secretary's office would be unsuccessful, an effort was made to collect information as to the names of stockholders, and the amount subscribed and paid by each, by riding through the country, but found to be impracticable. A circular letter was, therefore, addressed to the stockholders, and liberally distributed through the country along the line of the road. But few persons have reported. Through the efforts of Hon. Moreau Rose, of Clarksville, and Colonel Anderson Gordon, of Lewisburg, partial lists have been obtained. A great number of the old subscribers have died or moved out of the country during the war, and nearly all have been completely ruined by the casualties of war, and are now unable to respond to any further calls upon their subscriptions. Many of the subscriptions, however, are still valid and available.

STATEMENT OF STOCK.

The amount of stock subscriptions was nearly \$200,000, about one-fifth of which was taken by the State.

On the 28th day of November, 1860, Secretary Taylor reported as received, on account of stock, \$14,646 03. The sum of \$38,000 was afterwards paid by the State on the same account; from which it appears that the company have realized from this source \$52,646 03.

The paper marked B is a list of the stockholders, with the amounts subscribed and paid by each, as far as has been ascertained. This part of the company's affairs is involved in great obscurity, and it is now impossible to get a complete list. Private interests are involved, and it is therefore suggested, as the only remedy that can now be adopted, to open new books and receive new subscriptions. Those of the old subscribers who are yet responsible can simply renew their subscriptions, and receive credit for the amounts paid as shown by their receipts.

LAND AFFAIRS.

The statement marked C shows, in detail, as far as has been ascertained, the amount of land sold by the company, and the amount of money received and yet due for the same. The total number of acres sold and deeded is 2,401.74. Of this amount, 1,618.97 acres were sold for \$4,100, upon which it is presumed there is yet due \$266 70, with interest; and 782.77 acres were sold to Waddell, Black & Co., the contractors, for \$1,957, and paid for in work done upon the road. There were also sold 120 acres, (for which only title bonds were given,) upon which \$150 was paid, and upon which it is presumed there is yet due \$300, with interest.

The total amount of money received on account of land is, therefore, so far as known, \$3,983 30; and the amount yet due is \$566 70, with interest. Of the amount received, but \$2,548 30 is shown upon the treasurer's books as received upon that account; and it is presumed that the balance was received and appropriated in a legitimate but irregular manner by other officers of the company, as was frequently the custom.

* Since writing this report the secretary's records of the proceedings of the board of directors have been found.

MISCELLANEOUS RECEIPTS.

The only other receipts into the treasury of the company are the sums of \$200 for engineer property purchased by me during the war, and \$3,000 paid by Messrs. Ward & Southmayd for money advanced them.

EXPENDITURES.

The paper marked D is a statement of the expenditures of the company as far as can be ascertained. The sum of \$1,529 50 is for money advanced from time to time by the directors residing at Van Buren, including a small amount of interest. The miscellaneous expenditures amount to \$3,848 87, which includes judgments against the company, salaries and expenses of agents and clerks, printing, rent of offices, &c. The sum of \$3,000 was advanced to Messrs. Ward & Southmayd as before mentioned. There was expended for construction \$2,707 76, and for engineering \$3,282 61. To this latter sum should be added about \$14,000, expended by the company at the time of their organization, for the preliminary survey and other purposes, of which no record now exists.

It will thus appear that there should be now remaining in the hands of the treasurer something over \$31,000.

TREASURER'S STATEMENT.

The paper marked A is a summary statement by the treasurer of the finances of the company. The amount of means on hand at this time is \$31,304 21; and of this sum \$3,515 is in uncurrent funds, and the balance, \$27,789 21, is in gold.

This, I believe, is the only fund of a public nature that has survived the vicissitudes of the late war. It was often sought after by the prominent military and civil officers of the United States and State government, and of the defunct confederacy. It was preserved, however, through all trials by the sagacity and fidelity of Captain P. Pennywit, the company's faithful treasurer.

In this connection, it is recommended that provision be made to meet the current expenses of the company in the ordinary currency of the country. Drafts upon the treasurer, payable in currency, from time to time, while the value of gold is fluctuating, must necessarily cause confusion.

Your instructions impose upon me the duty of presenting an outline of the company's history from its organization to the present time. It is well known by you that from the time of its incorporation, in January, 1855, it has been a continued series of struggles against adverse circumstances. Ignorance, prejudice, conflicting interests, the poverty or the indifference of the people, and unfortunate connections with dishonest and incompetent contractors, have all, in a measure, combined to oppose or to retard the progress of your great enterprise.

The United States government, early in 1853, made a grant of six sections of land per mile to the State of Arkansas, to aid in the construction of her railroads. The preliminary survey of your road from Little Rock to Fort Smith was made by Captain Joshua Barney, in the summer of 1854, and his survey adopted, and the lands attached by the general assembly of the State in January, 1855.

No further steps seem to have been taken until the advent, in the fall of 1857, of one John J. Shoemaker, who united to great energy of character and plausibility of address the audacity and the deceit of an accomplished scoundrel. A contract was awarded to him for the construction of twenty miles, or the entire road. After preparing for extensive operations, which inspired great confidence, and incurring large liabilities among our generous but duped citizens, he fled the country and has scarcely been heard of since. To this unfortunate con-

nection may be attributed, to a great extent, the subsequent embarrassments of the company.

After a considerable interval the company once more determined to make an effort to push forward their great undertaking, and endeavor to save their charter, and preserve the magnificent grant of lands attached to their road. Engineers were employed during the fall of 1859, and early in December a contract was entered into with Messrs. Waddell, Black & Co., of Ohio, for the construction of the road from Van Buren to Ozark, a distance of thirty-two miles.

The prime object in view in beginning the work at Van Buren was to have it under the immediate eye of the directors and stockholders, a majority of whom resided at that place. It was intended, however, as soon as confidence in the enterprise was restored among the people, and capitalists at home and abroad, that the work should be begun at Little Rock, the only proper plan of procedure.

The work near Van Buren was prosecuted under my direction, as chief engineer, with a limited force, for several months, when it became gradually apparent that the company had made another mistake in their contractors. Waddell was the only one of the firm who appeared ready for operations, and he proved wholly incompetent to carry out the terms of the contract in a manner to suit the company. The work of construction was therefore partially suspended in July, 1860, and some months latter the contract was annulled by mutual agreement. The work done under this contract is spread over the first fifteen miles east of Van Buren, and none of it is in a finished condition.

By this time it became apparent that the country would be plunged into a civil war of uncertain duration and result; and the company wisely resolved to indefinitely suspend its operations, preserve its resources, and await the issue. After four years of devastating war it came, with a people ruined and utterly prostrate. During this period of war the time limited by Congress for the completion of the road expired. The company were still legally intact and their funds preserved; but the lands which remained unsold had reverted to the United States government, and, in the impoverished condition of the country and the uncertainty of the times, it was evident that nothing could be immediately done. But the Congress of the United States, at its last session, revived the operation of its previous act, and, with some modifications, restored to the direct custody and control of the company all the lands previously granted, with an addition of four sections per mile; thus adding very largely to the resources of the company.

THE PRESENT CONDITION OF THE COMPANY

may, then, be summarily stated as follows: Cash on hand, \$27,789 21, in gold; a reliable stock subscription of at least \$100,000, which can be largely increased at any time; the amount of land attached to the road will be in the neighborhood of 940,000 acres, which ought in time to become a source of considerable revenue, and serve as a basis of credit to an extent sufficient to secure the completion of the road.

The amount expended upon construction is, according to secretary Taylor's report, \$10,322 05, of which a large proportion was paid in land and in the stock of the company. The work done has been recently examined and found to be in a good state of preservation. It will remain so, and is, therefore, not lost to the company. Indeed, the value of the work done is now considerably greater than its prime cost.

There has been expended on account of engineering about \$17,000, much of which may be considered as lost; but the line of the road is fixed and known, and the expense of a resurvey can be avoided. The principal loss consists in the cost of preparing maps and profiles, which are indispensable, and which it will now be difficult to replace.

The amount due upon State subscription, under the act of the general assembly approved January 15, 1861, cannot be ascertained. Whatever it was, I am informed by Hon. W. R. Miller, State auditor, that it was appropriated by the State government during its exile from the capital, and applied to the purchase of medicines and clothing for the sick, wounded, and indigent under its care.* It may now be considered as irreclaimable. The funds arising in the future, under the above mentioned law, will furnish an additional resource to the company.

The outstanding claims against the company are estimated at \$3,500, and they will certainly not exceed that sum.†

This, it is believed, is a fair statement of the present condition of the company.

THE PROSPECTS OF THE COMPANY

seem at present more encouraging than they have ever before been. Although now poor and helpless, the sentiments of the people are much more favorable than at any time previous to the war. Our leading merchants and citizens are generally alive to the importance of railroads, and the entire press of the State are now warm advocates of their merits and claims.

The great importance of the road from Little Rock to Fort Smith is every day forcing itself upon the attention of the press, and of the capitalists of Memphis and Little Rock, and of the railroad companies who must form our eastern connections. They who before the war seemed solely intent upon securing to themselves the cotton trade of Red river, now perceive, with ever increasing interest, what before had escaped them, the vast and untold wealth in store for them in the rich valleys of the Arkansas and Canadian; and they look beyond to the productive fields and mines of New Mexico and Arizona, whose immense trade has been gradually and wholly diverted through Kansas and Missouri, richly rewarding the superior enterprise of St. Louis, and building up cities of ten to twenty-five thousand inhabitants upon what but a few years ago was the borders of civilization.

The reputation of our State was never better than at present, and the pacific and loyal disposition of all classes of our citizens is well known abroad. In the north and east abundant stores of capital are ready for safe and remunerative employment. Our rich valleys stand invitingly open, and our hills, teeming with unknown wealth, are ready. Our people long to hear the footsteps of the tide of immigration; and the day of our redemption from the errors and follies of the past, and of our introduction into the glories and benefits of a new and perhaps a better civilization, seems approaching. At such a time we must not stand idly despairing. Capital is abundant, and we must go to it and show the advantages of our position and the merits of our enterprise. A few millions of northern capital, once invested in our railroad, will do more to induce immigration, build up a spirit of enterprise, and develop the resources of western Arkansas, than the legislation of a dozen general assemblies such as we have had.

RECOMMENDATIONS.

The work, then, immediately before the company, is to perfect its organization according to its necessities, and so as to secure the certificate required by the last provision of the late act of Congress. The third Monday of December is the day fixed by the charter for the election of directors. This day should not be allowed to pass without a thorough reorganization of the company. But in the mean time, there are important matters that require attention.

* It appears from the report of the auditor, just published, the amount was a little over \$13,000.

† All claims so far as known have since been paid.

Section 7 of the charter establishes the number of directors at eighteen. This is simply absurd. The largest and most prosperous railroad enterprises in the country are managed by boards of from five to ten directors. It is suggested that ten, six of whom might constitute a quorum, would be ample for every purpose.

Section 28 prohibits directors from receiving any compensation for their services. This is another glaring absurdity. As well might legislators be expected to spend their means and time for the benefit of their constituents without compensation. Besides, it is an anomaly. Elsewhere officers of railroad and other corporations are paid for their services; and without such an arrangement no enterprise can prosper, as it is sure to be neglected for affairs of more immediate and pressing importance to the individual.

The charter also requires that the domicile of the company shall be fixed at Clarksville. The company should be free to establish its offices and conduct its business at any place that may be most convenient.

In the acts of the general assembly the company is sometimes designated as a branch of the Cairo and Fulton railroad. It should properly be named from its termini, and is so named in its charter.

The repeal of the above mentioned absurd features of the charter should be procured early in the approaching session of the general assembly.

New subscriptions will be absolutely necessary to preserve the organization of the company, as the charter requires that at least \$100,000 shall be subscribed, and that at any meeting of stockholders for the election of directors, one-half of the whole amount subscribed, exclusive of that taken by the State, must be represented. A new stock book should be immediately prepared, and subscriptions invited at Memphis, Little Rock, and other points along the line of the road.

A set of by-laws has been prepared, and submitted for your consideration, for the government of the officers and affairs of the company. They are essential to the regulation of business, and these probably embrace all that will be needful during the process of construction.

This report is already too lengthy to permit me to enlarge upon the prospective value of the Little Rock and Fort Smith railroad, to the State at large, to the people within its immediate influence, and to the stockholders; but with its advantages in a geographical point of view, penetrating and controlling the trade of a vast and fertile region, and being upon the most central, direct, and practicable route to the Pacific, and with its eastern connections leading directly to all the cities of the North and South, there can be no doubt that it offers to capitalists more attractions than can be found in any enterprise of a like nature in any other part of the country. Its local business will be large to begin with, and will rapidly develop in importance; and its through business, when connected with the lines now projected and in process of construction, east and west of it, will be immense.

All things considered, your success seems certain, and there is now more reason than ever to be active and hopeful.

Respectfully,

J. H. HANEY,
Special Agent.

Hon. JESSE TURNER,
President of the L. R. and F. S. R. R. Company.

A.

TREASURER'S STATEMENT.

Little Rock and Fort Smith Railroad Company, in account with P. Pennywit, Treasurer.

Dr.

Cr.

1866.	1861.	
To amount paid checks of the president and secretary, to date.....	\$10,210 79	By gold and gold vouchers deposited by Jesse Turner, president, &c.....
Balance	27,789 21	\$38,000
	<u>\$38,000 00</u>	<u>\$38,000 00</u>
Balance	38,000 00	38,000 00
	<u>\$3,515 00</u>	<u>\$3,515 00</u>
Balance	\$3,515 00	By uncurrent funds:
	<u>3,515 00</u>	This sum deposited by J. H. Haney—
E. & O. E.		Arkansas war bonds.....
		Confederate notes.....
		This sum from Ward & Southmayd—
		Arkansas war bonds.....
		3,000
		<u>3,515</u>
		<u>3,515 00</u>
		By balance, in gold.....
		Balance in uncurrent funds.....
		\$27,789 21
		<u>3,515 00</u>

P. PENNYWIT, *Treasurer.*

LITTLE ROCK, October 6, 1866.

I certify that the above is a true copy:

J. H. HANEY,
Acting Secretary L. R. & F. S. R. R. Co.

B.—List of stockholders.

Names.	Shares.	Amount.	Remarks.
State of Arkansas.....	1,520	\$38,000	Certificate issued.
Conway county.....	40	1,000	Int. improvement fund.
A. Gordon.....	20	500	
A. Hays.....	20	500	Dead.
T. W. Venable & Sons.....	20	500	
L. O. Breedon & Son.....	4	100	
W. T. Gordon.....	4	100	
E. Wilson.....	10	250	Dead.
H. T. Gordon.....	4	100	
T. T. Henry.....	10	250	Dead.
Pope county.....	600	15,000	Int. improvement fund.
S. M. Hays.....	20	500	
W. C. McCune.....	20	500	
Samuel Loupe.....	20	500	
Jesse Bringle.....	4	100	
W. S. Poynter.....	20	500	
Edward Vaughn.....	12	300	
W. A. Barker.....	4	100	
J. S. Wheeler.....	4	100	
T. J. Linton.....	20	500	Dead.
J. S. Walker.....	4	100	Dead.
R. Edmondson.....	20	500	
B. D. R. Shinn.....	8	200	
L. C. Shinn.....	4	100	Dead.
Edward Campbell.....	20	500	
Alex. Campbell.....	8	200	
James Allen.....	8	200	
William Hamilton.....	8	200	Dead.
William Rye.....	40	1,000	Dead.
Stephen Rye.....	20	500	Dead.
John W. Rye.....	8	200	Dead.
Erwin Howard.....	4	100	
John Gray.....	4	100	
E. N. Pateet.....	4	100	
William Ford.....	8	200	
Robert Cunningham.....	20	500	
T. A. Howell.....	40	1,000	
Isaac Brown.....	20	500	Dead.
L. C. Howell.....	20	500	Dead.
John Logan.....	20	500	
Caleb Davis.....	16	400	
David West.....	8	200	
William Stout.....	8	200	Dead.
J. C. Lewis.....	2	50	
John McFadden.....	20	500	
Dudley James.....	20	500	
R. B. Ross.....	2	50	
G. W. Jamison.....	20	500	
Robert White.....	20	500	Dead.
G. J. Bonds.....	2	50	
R. J. Buley.....	8	200	
B. C. Orrell.....	12	300	
M. A. Wilson.....	4	100	
M. L. Young.....	4	100	
D. G. Young.....	4	100	
M. A. B. Cunningham.....	4	100	
J. L. Shinn.....	40	1,000	
Kirkbride Potts.....	40	1,000	
J. Patrick.....	4	100	
John Williamson.....	20	500	Dead.
Johnson county.....	640	16,000	Int. improvement fund.
W. W. Floyd.....	20	500	
Pleasant Bateman.....	10	250	Dead.

B.—*List of stockholders*—Continued.

Names.	Shares.	Amount.	Remarks.
M. D. Griffith.....	20	\$500	Dead.
David Porter.....	8	200	Dead.
John Simpson.....	6	150	
J. H. Simpson.....	4	100	
C. N. Gossett.....	8	200	
B. H. Zachary.....	20	500	
J. H. Miller.....	4	100	
John H. Easley.....	20	500	
W. W. E. Moreland.....	20	500	
A. J. Moore.....	8	200	
Thomas Madden.....	20	500	
W. M. Williams.....	6	150	
J. C. Moreland.....	6	150	Dead.
Owen Wallace.....	5	125	
Samuel Turner.....	8	200	Dead.
Joseph Adkins.....	20	500	
N. W. Brown.....	20	500	Dead.
B. W. Cox.....	10	250	Dead.
C. B. Perry.....	20	500	
W. M. H. Newton.....	20	500	
W. M. Rogers.....	2	50	
A. B. Joyner.....	10	250	
William Johnson.....	20	500	Dead.
John S. Price.....	6	150	
G. L. Patrick.....	10	250	Dead.
Samuel Towell.....	10	250	
L. W. Matthews.....	2	50	Dead.
James Gilleland.....	5	125	
W. J. Harmon.....	2	50	
Joseph Stewart.....	4	100	Dead.
T. L. Joyner.....	4	100	
S. A. Hager.....	4	100	
Washington Willey.....	4	100	
W. S. Ogilvie.....	2	50	
J. B. Wilson.....	2	50	
S. B. Cozort.....	20	500	
D. Farmer.....	10	250	Dead.
M. Thompson.....	10	250	
Joseph Kittrell.....	10	250	
A. Laster.....	6	150	Dead.
J. A. Walton.....	20	500	
J. F. Roupe.....	4	100	
J. E. Manley.....	4	100	Dead.
Oliver Basham.....	4	100	Dead.
John Willey.....	2	50	
J. M. Douglass.....	2	50	
Loftus Walton.....	4	100	
John Rogers.....	10	250	
A. Adkins.....	10	250	
Virginia Woodward.....	2	50	
J. A. Stewart.....	5	125	
M. Rose.....	40	1,000	
H. A. Powers.....	20	500	
A. D. King.....	20	500	
A. M. Ward.....	20	500	
W. S. Swigart.....	20	500	Dead.
C. B. Mann.....	20	500	Dead.
W. Goodrich.....	40	1,000	
L. Robinson.....	20	500	
F. I. Batson.....	20	500	
Redmond Rogers.....	20	500	
Jacob Rogers.....	40	1,000	
G. W. Paine.....	10	250	Dead.

B.—*List of stockholders*—Continued.

Names.	Shares.	Amount.	Remarks.
W. C. Murray.....	5	\$125	
L. Willey.....	2	50	
John J. Horton.....	4	100	Dead.
James H. Jones.....	8	200	Dead.
Bartlett Zachary.....	20	500	
William Mears.....	8	200	
T. G. Blackard.....	10	250	
W. N. Mears.....	4	100	Dead.
W. M. Brown.....	10	250	Dead.
Sarah Adkins.....	10	250	
J. E. Cravens.....	8	200	
J. R. Lawther.....	8	200	
W. P. Clarke.....	8	200	
J. P. King.....	20	500	
W. T. Hyten.....	4	100	
A. M. Ward.....	16	400	
Justin Beneux.....	20	500	
B. F. Miller.....	4	100	
D. L. Bourland.....	20	500	Dead.
D. W. Fillingame.....	4	100	
J. J. Walker.....	4	100	
Crawford county.....	800	20,000	Int. improvement fund.
James A. Dibrell.....	20	500	
Ann E. Dibrell.....	20	500	
William Stewart.....	20	500	Dead.
Harvey Stewart.....	10	250	
J. M. Clem.....	10	250	
P. H. White.....	40	1,000	Dead.
W. I. Chilton.....	10	250	Dead.
Sutton F. Cottrell.....	20	500	
C. F. Brown.....	10	250	
James Woosley.....	20	500	
S. D. Daugherty.....	4	100	
Leonard Willhaff.....	8	200	
A. K. Foster.....	4	100	
W. F. England.....	5	125	
M. A. England.....	5	125	
R. S. Roberts.....	10	250	
John Bostick.....	20	500	
Whitfield Boren.....	20	500	
S. C. Hanley.....	4	100	
S. J. Adler.....	4	100	
A. Gooding.....	8	200	
Joseph Brown.....	8	200	
Andrew Morton.....	20	500	Dead.
M. J. Thruston.....	20	500	
D. C. Williams.....	20	500	
A. J. Ward.....	20	500	
Mary Ann Davis.....	20	500	
P. Pennywit & Co.....	400	10,000	
Thos. S. Drew.....	20	500	
M. C. Woodson.....	20	500	
John Hinds.....	20	500	
F. X. White.....	2	50	
Henry Little.....	20	500	Dead.
W. M. Powell.....	20	500	Dead.
Anselm Clarke.....	8	200	Dead.
Isaiah Vinsant.....	20	500	Dead.
J. H. Roberts.....	8	200	Dead.
F. A. McLean.....	20	500	
Alex. McLean.....	20	500	Dead.
Ellen S. Chilton.....	20	500	
W. Houser.....	20	500	

B.—*List of stockholders*—Continued.

Names.	Shares.	Amount.	Remarks.
Henry Wilcox.....	20	\$500	Dead.
Walter Scantling.....	10	250	
Newit Drew.....	20	500	
J. M. Lewis.....	20	500	
J. S. Bostick.....	20	500	
H. R. Frazer.....	20	500	
Josiah Harrell.....	4	100	
Thomas Drennen.....	40	1,000	
George W. Clarke.....	20	500	
John B. Ogden.....	20	500	
Eleanor S. Ward.....	20	500	
Susannah R. Southmayd.....	20	500	
B. J. Rives.....	8	200	
C. J. Brown.....	10	250	
John Bostick.....	20	500	
George E. White.....	20	500	
Elizabeth K. White.....	20	500	
Sarah Wilcox.....	20	500	
Richard Thruston.....	20	500	
W. H. Nash.....	10	250	
Jesse Turner.....	40	1,000	
Ellen E. Eno.....	10	250	By P. H. White.
N. B. Dannenberg.....	4	100	
Henry & Cunningham.....	200	5,000	By P. H. White.
A. Wallace.....	200	5,000	
John Drennen.....	200	5,000	Dead.
Geo. W. Clarke.....	20	500	
E. B. Bishop.....	20	500	
J. C. Autrey.....	20	500	
John B. Ogden.....	40	1,000	
J. H. Haney.....	40	1,000	
John King.....	20	500	
Total.....	7,516	187,900	

NOTES.

Of the total amount subscribed, as far as ascertained, there was taken—

By the State.....	\$38,000
In Conway county.....	3,300
In Pope county.....	31,750
In Johnson county.....	39,200
In Franklin county.....	1,300
In Crawford county.....	74,350

Total	187,900
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Classified as follows :

Good	\$80,025
Second class.....	63,225
Doubtful.....	14,450
Worthless.....	30,200

187,900

The amount called second class includes all county subscriptions on account of internal improvement fund, and those cases in which legal measures may be required to collect. Those classed as doubtful may be considered as lost, although there is a possibility of their being paid some time.

It is supposed that, including Conway and Franklin counties, the lists of which have not been obtained, the total subscription will reach \$240,000.

The board of directors have made the following calls upon the stockholders :

November 9, 1853|.....	5 per cent.
June 8, 1854.....	1½ per cent.
December 23, 1859.....	5 per cent.
May 13, 1860.....	5 per cent.

Total.....	16½ per cent.
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J. H. H.

C.—Statement of lands sold.

To whom sold.	No. of acres.	Amount.	Paid.	Due.	Remarks.
Martin Thomas.....	38.97	\$97 50	\$97 50		
Alvira Smith.....	40	100 00	100 00		
Jacob Miller.....	80	200 00	200 80		
C. G. Scott.....	40	120 00	120 00		
George Austin.....	40	180 00	180 00		
W. J. K. Meadors.....	120	300 00	300 00		
John R. Meadors.....	120	300 00	300 00		
Michael Lynch.....	142.77	357 00	357 00	-----	Waddell, Black & Co.
J. J. Hinson.....	240	600 00	600 00		
Wm. Steward.....	40	100 00	100 00		
Jos. Enlow.....	80	200 00	200 00		
Robt. T. Dotson.....	20	50 00	50 00		
Robt. T. Dotson.....	40	100 00	100 00		
C. Waddell.....	400	1,000 00	1,000 00	-----	On ac't of W. B. & Co.
Geo. Winkler.....	40	100 00	100 00	-----	On ac't of W. B. & Co.
J. M. Tebbetts.....	200	500 00	500 00	-----	On ac't of W. B. & Co.
J. G. Stevenson.....	40	100 00	100 00		
John W. Boren.....	80	200 00	66 65	\$133 35	Presumed.
J. H. Schreiner.....	160	352 50	352 50		
J. M. Tebbetts.....	120	300 00	300 00		
Monroe Lipscomb.....	40	100 00	100 00		
Olive C. Maxey.....	80	200 00	66 65	133 35	Presumed.
John B. Luce.....	40	100 00	100 00		
G. J. Bronk.....	40	100 00	100 00		
Nathan Moore.....	80	200 00	200 00		
D. McCaslin.....	40	100 00	100 00		
Geo. E. Miller.....	80	350 00	116 67	233 33	Title bond given, and these amounts presumed.
M. H. West.....	40	100 00	33 33	66 67	Same as preceding.
Total.....	2,521.74	6,507.00	5,940 30	566 70	

D.—Statement of expenditures.

To whom paid.	On what account.	Amount.	Total.	Remarks.
Henry Wilcox.....	Amount advanced co.	\$348 97	.....	Including interest.
John Bostick.....	do	25 00	.....
Jesse Turner.....	do	711 03	.....	Including interest.
C. G. Scott.....	do	195 46	.....	Includ'g store acc't.
A. J. Ward.....	do	25 00	.....
S. M. Hays.....	do	25 00	.....
John Henry.....	do	25 00	.....
J. E. Manley.....	do	60 00	.....	For books.
J. Henry, Williams & Co.	do	114 04	.....	Includ'g store acc't.
			\$1,529 50	
L. C. Southmayd.....	Amount of judgments	655 95	.....	Int. impr. fund.
J. H. Haney.....	Salary as clerk.....	275 00	.....
J. L. Houson.....	Selling lands.....	10 00	.....	Auctioneer.
John King.....	Services as attorney.	110 00	.....
I. B. Riley.....	Company seal.....	17 00	.....
E. L. Taylor.....	Stationery.....	45 00	.....	Secretary.
Sundry persons.....	Advertising.....	121 00	.....	Before the war.
Pennywit, Scott & Co....	Store account.....	17 35	.....
Brown and Hays.....	Expenses.....	302 25	.....	At Little Rock.
R. J. T. White.....	Services and expenses	248 75	.....	To New York.
S. M. Hays.....	do	596 00	.....	At Little Rock.
Richard Thruston.....	Services.....	24 00	.....	Land agent.
W. B. Heard.....	Office rent.....	210 00	.....	At Van Buren.
George Wolf.....	Binding book.....	5 00	.....
L. C. Howell.....	Expenses.....	15 00	.....	Director.
J. J. Green.....	Hire of boy.....	179 83	.....
J. B. Ogden.....	Services, rent, &c....	475 62	.....	Secretary.
Thomas Walden.....	Livery bill.....	17 75	.....
S. M. Hays.....	Services.....	25 00	.....	Land agent.
Henry Wilcox.....	Expenses.....	30 00	.....	Director.
J. E. Manley.....	Commissions.....	11 87	.....	Collecting \$237 50.
J. S. Dunham.....	Printing.....	56 50	.....
J. H. Haney.....	Services.....	400 00	.....
			3,848 87	Special agent.
Ward & Southmayd.....	Am't advanced them.	.....	3,000 00	By order of board.
J. H. Haney.....	Engineering.....	.....	3,282 61	Chief engineer.
Waddell, Black & Co....	Construction.....	.....	2,707 76	Contractors.
J. Barney and others.....	Engineer'g and other expenses.	.....	14,000 00	About this sum expended in 1854, '55, and '56.
Total expenditure.....	.....	.....	28,368 74	

BARNEY'S REPORT.

PRELIMINARY SURVEY OF THE LITTLE ROCK AND FORT SMITH RAILROAD.

To the President and Directors of the Little Rock and Fort Smith branch of the Cairo and Fulton Railroad Company:

GENTLEMEN: Agreeably to your instructions, I have made the examinations and surveys necessary for establishing a route for the contemplated branch of the Cairo and Fulton railroad, from Little Rock to Fort Smith, and submit for your consideration the following report and estimates, accompanied with maps and profiles, illustrative of the same.

I do not consider it properly the duty of an engineer to enter into any speculative calculations as to the amount of business that may be done on the line of a railroad, or as to what extent the value of property may be enhanced by its

introduction, &c. His province extends only to the judicious location and economical construction, and that duty, properly attended to, is quite sufficient to occupy every moment of his time. It is necessary, however, for the engineer to have an idea of the nature of the business that will be required to be done on the road, in order that the gradients may be adapted to it, and the superstructure, rails, &c., should be made sufficiently firm and strong to sustain without injury the weights of such engines and trains as are generally used on roads of a similar character.

I have not been required to make a minute and definite location of the road in all its laborious details, and I do not conceive it at all necessary that such a course should have been taken or required under existing circumstances.

The location of the route is, it is presumed, all that can be required for the purpose of availing of the munificent grant of land which has been made by the general government.

This has been effected by the survey which has been executed under the instructions I have received from your honorable body. The line of final location for a great portion of the distance will be coincident with the route designated, and will not vary from it at any point sufficient to affect the validity of the attachment of the land under the act of Congress.

The gradients have been determined by the topographical features of the ground on which the survey has actually been made, and the estimates for grading have been based upon the nature and character of the soil on the line of survey. The line may be shortened, the gradients in many places reduced, and the amounts of excavation and embankment diminished, by a judicious location under the direction of a skilful engineer.

In fixing the prices on all parts of the work to be done on the line of the road, a very liberal allowance has been made for the difficulty which, I apprehend, will be found in procuring laborers. The estimates, therefore, may be considered high.

In forming estimates for all parts of the road particular care has been taken to guard against the delusion, too generally indulged in, that a railroad is completed when it is in a condition for the transit of an engine and train of cars, without reference to the dimensions, and stability of all the details necessary for durability.

The practice of making estimates which are calculated only to cover the first cost of a road, constructed in such a manner as merely to suit a temporary purpose of this nature, leads to serious evils, and it is too generally the case that the cost of maintenance, repairs, &c., for the first few years, of a road thus injudiciously constructed, far exceeds the gross income.

Provisions are made in the estimate for graduation, masonry, and bridging for a road with single track, with the necessary sidelings, and turnouts, &c.; the surface width of embankment to be fourteen feet; the surface width of road, when side cutting only is necessary, to be fifteen feet, and in through cuts the surface width to be twenty feet. Spaces for side ditching is included in the surface width of the cuts.

The dimensions and plans of bridges, as also the character of masonry for abutments and piers for the same, will vary according to the extent and nature of the structure.

The estimates furnished herewith are calculated for wooden bridges of the most approved plans.

Experience has conclusively shown the necessity for using iron rails of sufficient dimensions and weight to sustain firmly and without yielding the weight and momentum of heavy locomotives; and experience has, also, proved the economy of using heavy locomotives in preference to increasing the number of light ones, when either the business or the gradients of the road require extra power.

It is not supposed, however, that your road will ever become a thoroughfare, or link connecting the extremes of any extensive line of railroad. It is presumed that it may, at least for a long period, be considered a local road, and an inference may be drawn that it will not require a superstructure calculated for engines of the maximum weight. The estimate provides, therefore, for an iron rail of the T form, which will weigh 60 pounds to the yard, supported on cross-ties of suitable dimensions, at intervals of two feet, (or 2,640 per mile,) which will fully answer all the purposes.

It is highly important that the road should be well ballasted, a great part of which is frequently done after the road has been put into operation, and is often improperly omitted in estimating the expense of construction. The object of ballasting is to make the superstructure more firm, and to prevent the action of frost on the cross-ties and rails, which latter, in northern latitudes, makes it necessary to ballast to the depth of several feet.

The ballasting consists in the formation of a bed of gravel, or broken stone, to the required depth under the sleepers or cross-ties, and filling the interstices between them. The effect of frost being quite superficial in this latitude, ballasting but one foot in depth is provided for on the whole extent of the line, though in many parts the nature of the material in the excavations and embankments may make the extra expense of ballasting unnecessary.

In determining the gradients upon a railroad it is important that a due regard should be paid to the cost of construction, and it is a nice point to decide how much one should yield to the other. Where there is a continuous ascent, extending far beyond a point at which the momentum acquired by a train of cars, on approaching it, would cease to act unaided by any other propelling power—where the quantity of propelling force acquired by the velocity of the train could at all times be known, and where an engine would generally be taxed to the full amount of its power—a very correct estimate might be made of the prejudicial effects of such ascent, and it would be an easy matter to determine what sacrifice of expense should be made in the construction to avoid or reduce it.

It is a well-established fact that all ascents require additional power, but it is problematical whether the additional power which would or might be brought into action on an undulating road of short grades within certain limits, would be attended with such additional cost as would warrant an extravagant expenditure in the construction for the purpose of reducing the gradients.

The steep gradients on this road are all of them short, which fact, taken into consideration in connection with the recent improvements made in the construction of locomotive engines for ascending steep grades, induces me to adopt the short, steep grades, rather than reduce them by expensive excavations and embankments. No gradient on the line of road exceeds 77 feet per mile, and by an inspection of the summary table of gradients it will be perceived that the high gradients are of inconsiderable extent.

Another very important feature in a railroad is the curvature. It has been found by a series of experiments on the Baltimore and Ohio railroad that, on a curvature of 400 feet radius, it requires fifty per cent. more power to move a given load than it does to move the same load on a straight line, both being horizontal, and that generally the resistance is inversely as the radius; consequently, if a load required a force of 10 pounds to move it on a straight line, it would require 15 pounds on a radius of 400 feet, 13.3 pounds on a radius of 600 feet, and 11.4 pounds on a radius of 1,433 feet. This shows the importance of having a road as nearly straight as possible, but when the radius of curvature is very great, the resistance becomes inconsiderable, and I am inclined to believe that the wear and tear of an engine and cars, passing over a curve of 12,000 or 15,000 feet radius, would not be greater than it would be in passing over the same extent of road on a straight line. The oscillatory action of the cars would

cease on account of the action of the centrifugal force, and the motion be much more agreeable to passengers.

Other objections, however, exist to curvatures, and when they are made on short radii they become very dangerous, particularly on steep gradients, or where hills intervene to obstruct the view between the two extremes of the curves.

The necessity will not exist on the entire line of this road (provided the southern route is adopted) to use radii less than 1,433 feet, and there are but few instances where it will be necessary to use a radius of less than half a mile.

The estimates for crossing the bottom lands of the most important water-courses, on the line of the road, provide for the formation of embankments, which, though they may in some instances be attended with a little more expense than structures of trestle-work, will be found more economical in the end, and far more durable. The inundations or submersions of the flat lands adjacent to the principal streams are caused by the back waters of the Arkansas, in which very little, if any, current exists; consequently no vent, in addition to that afforded by the bridges which span the streams, will be required for the influx of water on the rise of the Arkansas, or its reflux course, when the Arkansas subsides.

The number of station-houses, depots, &c., and the sites for the same, must be determined by the nature and extent of the business to be done on the road. They should be sufficiently capacious, and also be substantial and neat in their structure, without sacrifice or ornamental design. The sites may in general be selected from the lands belonging to the company, or may be obtained at very little cost. It is presumed, also, that the right of way for the entire length of the road will generally be granted, free of expense, by the owners of the land on the route, or that the cost for obtaining it will be inconsiderable, as it will not be necessary to destroy or interfere with any building or improvement, except in the town of Van Buren, where it is possible it may be found expedient to remove some small tenements, or render useless some portions of building lots.

To guard against accidents, which otherwise would be of frequent occurrence, and probably attended with fatal and serious consequences, it is proper that the track should be protected from the intrusion of horses, cattle, &c. The road should, therefore, be enclosed with good and substantial fences from one extreme to the other, and cattle-guards constructed wherever the crossing of a road or other circumstances will make it necessary. The estimate for construction will consequently provide for a post and rail fence of three rails on the whole line, with the requisite number of cattle-guards, or walled ditches, at road crossings.

The estimate for the number of engines, cars, workshops, machinery, &c., must be governed by an hypothesis of the amount and nature of the work to be done on the road. It is important that the estimate should not be an extravagant one, that an unnecessary expenditure of capital may be avoided in the first outfit. As the amount of business increases, the necessity for increasing the rolling stock will be *pro rata*, and so will consequently be the profits. It matters not, therefore, in forming the original estimate, how much more may be subsequently required, provided the first estimate will furnish what is necessary for present purposes. My estimate under this head consequently provides for what I consider will be necessary in the first outfit.

In making the surveys for a route for your road I have been governed by the principles which have long been established in the construction of railroads. The route which I have adopted, therefore, in my opinion, approaches in its combination of features nearer to a direct and level line than any other which could be selected.

Extensive surveys have been made and numerous lines have been run, for the purpose of establishing an approximate location of a route for your road, and that section of country which must be traversed by a route contemplated to pass in the immediate vicinity of Clarksville and Dover has been examined with the utmost care and attention. Wherever there existed a possibility that a route

on this section would be found practicable, an accurate and minute survey has been made; but great obstacles were encountered on each, and difficulties of a more serious nature presented than have elsewhere been found to exist on the entire line of the road. The results, therefore, of the most careful surveys have established the facts that, by adopting this route, the road would be increased in length three miles and 660 feet; gradients of 100 to 130 feet per mile would, in several places, be indispensable; curvatures of radii, of less than 600 feet at several points, be absolutely necessary; and the aggregate ascent and descent of the gradients on this route would exceed that of the other by 420 feet. The two tables of distances and gradients on the 2d division exemplify the comparative merits of the two routes.

Considering all other things equal, in a comparison with the southern line, either of these unavoidable objections would condemn the Dover route; and when the whole are taken into consideration there is nothing conceivable which could make it either necessary or expedient to adopt it. I have nevertheless made an estimate of the cost of construction, which, together with the gradients and curvatures, are submitted in the annexed tables.

The primary object of the survey was to establish the location from Fort Smith direct to Little Rock, and, with this purpose in view, the survey was extended to the Illinois bayou, near its confluence with the Arkansas. But, on receiving instructions to make a detour, with a view of passing in the vicinity of Clarks-ville and Dover, the survey on the first route was discontinued for the time, and surveys were made to conform to my instructions. In the mean time, the survey for a location of a road from Fort Smith to Little Rock, extending on the south side of the Arkansas to Dardenelle, and there crossing to a point on the north side, about 6 miles below the mouth of Illinois bayou, had been made under the immediate direction of R. L. Hunter, esq., an experienced, skilful engineer, and his party was operating in advance of mine.

It was presumed on my part, until my line had been extended to the Cadron, that our lines of survey would necessarily form a connection before they terminated at Little Rock, and that a continuation of the operations of either one or the other party would become superfluous for the remaining portion of the route, as a concert of action would unquestionably have taken place. I was disappointed, however, in my expectations, as the deflection in my route towards Dover, made it necessary for me to cross the Cadron about two miles north of the point at which Mr. Hunter crossed, and, as it was considered important to ascertain the practicability of forming a connection with the Cairo and Fulton line at a point which would enable the company to avoid some 25 or 30 miles extra railroad transportation, in the conveyance of passengers and freight, between Fort Smith and the Mississippi and Ohio rivers, (should it be deemed advisable to do so,) I continued the survey so as to intersect the Cairo and Fulton survey, in the valley of Cypress creek.

I have had opportunities, which I availed of, to examine critically a great part of the line surveyed by Mr. Hunter, which embraced the most difficult portions of his route from the crossing of the Arkansas to Little Rock, and from my knowledge of the features of the country I can form a very correct idea of the remaining portion. His route has been judiciously selected, and I could not see where it could be improved. Under these circumstances, it would, I presume, have been an act of supererogation to resurvey the same line, and all which appeared necessary to establish the route from Fort Smith, via Van Buren, to Little Rock, was to survey the line from Illinois bayou, to connect with Mr. Hunter's line, on the north side of the Arkansas.

This has been accomplished, and Mr. Hunter has kindly furnished me with the trace of his location thence to its terminus, which will be found on the accompanying map. His estimate of cost of construction will, of course, have

full as much weight as any I could have furnished, had the survey been made under my personal supervision.

The extent of available means which can be applied to the construction of a railroad must be duly considered, and necessarily will have great weight in establishing the character of the road. It must be conceded that a very imperfect railroad can be very effective, and useful in a high degree, in the transportation of freight and passengers; and such a road might pay an annual profit to the stockholders far beyond the usual rate of interest; yet it might have been more perfect and profitable, had it not been found impracticable, at its origin, to have raised the means to accomplish it.

These considerations, I think, are applicable in the present instance, and have had much weight with me in establishing the gradients on your road. Those adopted can all be effected without excavation or embankment to an excessive extent, and the road, consequently, can be made very efficient at a moderate expense.

Although the gradients on many of the most important railroads in the United States exceed those adopted on this, I yet consider the high grades its most objectionable feature, and would reduce them if the means should be available.

In establishing the grades on all lands subject to overflow of the Arkansas, special care has been taken to place the surface of the road beyond the reach of high water, and the elevation the water attained in the freshet of 1833 has been considered the maximum.

The lines which have been surveyed for your road are established on the ground by blazes on the trees—stakes placed at intervals of 200 feet—and permanent bench-marks on trees, at intervals of 10,000 feet, to which references have been made on the field-note books, of the level and compass.

Wherever it has been found practicable, notes of reference have been taken to township and section corners, and the crossing of township and section lines also duly noted; so that the location has been established with regard to townships and sections, as near as the imperfect surveys of the land would admit.

The survey was commenced at the corner of Lafayette street, on the east boundary line of the town of Fort Smith, on the land of Samuel L. Griffith, who gratuitously offered to the company a lot of ground 300 feet in length, and 300 feet in width, for a station-house and depot.

From the point of commencement the route takes a direct course to a point on the right bank of the Arkansas, a little west of the house of W. Garrett, from whence it crosses the river in the same direct line, and strikes the left bank a short distance above the old mill, where a very favorable site is offered for a bridge.

From Fort Smith to the Arkansas river no obstacle occurs which makes it necessary or would induce me to deviate from a perfectly straight line; and the excavations necessary for grading the road will be of the most simple nature. Probably some small portions of slate rock may be encountered.

The bridge, for crossing the river, will be far the most important and expensive structure on the line of the road. The principal structure, or that part which will extend from bank to bank, will be 1,500 feet in length; this will be divided into ten spans of 136 feet each, and a double swing or balance draw, which will occupy a space of 140 feet. It is contemplated to place but one span of 136 feet between the draw and the abutment on the left bank. The centre of the pier on which the draw will be balanced, and make its revolutions, will then be 206 feet from the abutment; and the openings, or passage ways, on each side of this pier will be where the channel of the river is deepest, and in all probability will remain so. The bridge will be 18 feet wide from out to out. The top of the pier for the draw will be circular, and of a diameter corresponding with the width of the bridge. On this pier the draw will revolve

by means of a turning table, and when open, will afford two passage ways for boats, &c., of sixty feet each.

It is contemplated to build the piers and abutments of the best range masonry; and material for that purpose, of excellent quality, is to be found in inexhaustible quantities, in the immediate vicinity.

The bridge will be elevated sufficiently to secure it against accidents, which might be occasioned by high water and drift; and ample provision is made in the estimate for sinking the bases of the abutments and piers to a sufficient depth to insure their stability and permanency.

To guard against injurious effects, which might be occasioned by a recurrence of such freshets as those of 1833 and 1844, it would be proper to give more vent to the water, by constructing about 600 or 800 feet of the road on trestle-work, on the lowest ground, near the second bank, and about one-fourth of a mile from the southwest end of the proposed bridge.

At the northeast end of the bridge it will be necessary to make a very short curve, on a radius of 410 feet. This curve will be but 400 feet in length, and it is the only instance in which a curve of a radius less than a fourth of a mile must necessarily occur on the entire route. At this place, situated as it is, so near the end of a bridge with a draw, and within the town of Van Buren, no engine, under any circumstances, would be permitted to move with immoderate speed. The curvature, therefore, will cause no serious inconvenience.

The whole extent of country traversed by the route from Van Buren to the left bank of the Arkansas, opposite Little Rock, in its general aspect, is very undulating, and a great portion of it is hilly and mountainous. The many streams of important magnitude which flow into the Arkansas, and the numerous tributaries of those streams, with their intermediate dividing ridges, which must unavoidably be crossed by the line of the road, give to the profile the appearance of a continued series of ascents and descents.

High rocky bluffs and mountainous ridges appear in the immediate vicinity of the river for a great portion of the distance. In numerous instances the bluffs extend to the brink of the stream, and occasionally cliffs of rock jut into the river.

Ridges and bluffs of this nature occur in the vicinity of Ozark, where the river, first flowing north, makes a semicircular bend to a south course. Although the river at this point is more than 15 miles north of a direct line from Van Buren to Little Rock, it was thought expedient to make examinations and surveys, still further north, for the purpose of ascertaining the practicability of passing around this bend without being compelled to follow the sinuosities of the river, which would necessarily increase the length of the road.

Numerous lines were, consequently, surveyed, and this section of the country thoroughly examined, but no practicable route could be found. The ridges dividing between Mulberry and White Oak, and between White Oak and Horse Head creeks, were found at the points of greatest depression to be respectively 174 feet and 397 feet more elevated than the point of starting at Fort Smith, and would require gradients which would be inadmissible to overcome them. The routes too, necessary to attain these depressions, were found to be quite as tortuous as that following the bend of the river at Ozark.

The high ridge which lies contiguous to the river between the mouth of White Oak creek and Mulberry river, and the overflowed bottom lands on the west of Mulberry, make it necessary to cross Big Mulberry about one-third of a mile south of General Miller's, where there is a very good site for a bridge.

In designating the route, I shall make use of locations and section corners, as points of reference, generally, so that the courses, distances, &c., will be better understood on referring to the map.

From the eastern boundary line of Van Buren, the route surveyed takes a course north 69° east, to section 31, township 10, range 29, crossing Big Frog

bayou near the middle of the eastern boundary of section 12, township 9, range 31.

The line of location would take a course of north 71° east, and would pass about a quarter of a mile south of the point at which the survey crossed Big Frog bayou; and in section 8, township 10, range 30, it would, by a gentle curvature, take a course thence to the northeast quarter of section 34, township 10, range 29, where it will cross Little Mulberry; thence by a curve of a radius of 11,460 feet it will cross Big Mulberry, in the northeast quarter of section 35, township 10, range 29, the point at which the survey crossed.

In order that the character of the route and the sections of the country through which it passes may be the better comprehended, I will take it up in subdivisions and endeavor to give a perspicuous description of each.

The first subdivision will extend to the valley of Little Mulberry creek, twenty-two miles from the point of commencement at Fort Smith.

The section of country traversed by the route between the town of Van Buren and Little Mulberry is very undulating. Flat Rock creek, Big and Little Frog bayous, and numerous small tributaries to these streams must necessarily be crossed, and although none of the hills have an elevation of more than seventy-eight feet above the starting point at Fort Smith, the depressions in the valleys of the streams intervening make it necessary, in a few instances, to use gradients of sixty-eight feet to seventy-seven feet per mile for short distances. These gradients occur in crossing the dividing ridges between Flat Rock creek and Frog bayou, and between Little Frog bayou and Little Mulberry, where comparatively heavy excavations and embankments will be required. It must be borne in mind, however, that the gradients here have been established on the line actually surveyed, and the calculations for excavations and embankments are also predicated on the same data. While, at the same time, I feel perfectly confident that the gradients can be reduced, and the amounts of excavation and embankment diminished on the line of location, this method of calculation for gradients and cost of construction has been invariably adopted by me where there could exist a doubt, and is done to guard against the possibility of presenting estimates that might fall short of the actual cost. Wherever the line of location increases or shortens the length of the road it will be taken into consideration in the estimate, as the differences can be arrived at with accuracy.

The most feasible route for passing through the town of Van Buren, or that on which the most facilities are afforded by nature, is the one on which the line of survey was first run, and which is traced on the map. This, after making the curve at the northeast end of the contemplated bridge, would pass round to the point of the hill on which the house of Colonel Drennen stands, and skirt the improved part of the town, occupying the ground near the base of the slopes of the hills, cross Main street near the original town boundary, and thence in a course about north $70^{\circ} 44'$ east, extend to the town boundary on the east, passing a little south of the barn and stables of John Bostick, esq.

The location of a railroad route through a town near the terminus of a road, or intermediate between the termini, is influenced by so many circumstances, and there are so many conflicting interests generally brought to bear upon the matter, that it is impossible to say where it should be established until the project is fully matured, and the subject, in all its bearings, satisfactorily discussed. It is sufficient, in the present state of this enterprise, to know that the road can be located through the town so as to interfere with no improvements of a valuable character, and that the cost of construction will be inconsiderable.

The quantity of excavation, embankment, and bridging necessary for grading the road, together with the cost of the superstructure, is all that will be included in the estimate of cost of construction for the portion of the first subdivision which lies within the town boundaries.

The nature and character of the ground over which this subdivision extends

is such as leads to no apprehension that the grading will be very expensive, as very little, if any, fixed rock will be encountered, though in many places the excavations will be made in material of a hard and compact nature.

Besides the bridge necessary for crossing the Arkansas, there will be required for Flat Rock creek a bridge of 40 feet span; for Frog bayou, one of two spans of 80 feet each; for Little Frog bayou, one of 60 feet span; and for Little Mulberry, one of 140 feet span. Numerous open and covered culverts will also be required for the smaller streams.

The masonry for the abutments and piers of all the important bridges on the line will be of range work, as material of a suitable nature, which will require very little dressing, can generally be found at hand.

The masonry for culverts, sustaining walls, cattle guards, &c., will be of range or rubble work, according to the nature and magnitude of the structure, and to the facilities which may exist for procuring the materials.

On this subdivision there will be a large portion of culvert masonry necessary on account of the number of culverts and the heights of embankments where the culverts will be required.

Suitable stone can be found in the vicinity of the route at all points on this subdivision, both for bridge and culvert masonry.

The timber, which is abundant, consists, generally, of white, red, black, and post oak. Black and post oak predominate, and of the latter a supply of cross-ties can be readily procured.

Clearing will be necessary on nearly the whole extent of the subdivision, and on a considerable portion grubbing will be necessary also.

It is proposed to cut down all trees within fifty feet of the centre line of the road, and to grub up and clear away all stumps on the road-bed where the grade of the road is sufficiently near the natural surface of the ground to make it necessary.

Subdivision second extends nineteen miles, and terminates in section 17, township 9, range 26.

From the valley of Mulberry, the route curves on a radius of 11,460 feet, until it crosses Big Mulberry, whence, by curves of very large radius, and connecting straight lines, in a course south of east, it passes, in a great depression, over the ridge dividing between Mulberry and White Oak creeks, and crosses White Oak creek about 350 yards above its mouth. It thence continues at or near the foot of the bluffs, conforming nearly to the meanderings of the Arkansas river, to the termination of the division.

The dividing ridge between the two branches of Mulberry is elevated about fifty feet above the valleys of the two streams, and makes gradients of forty-three and fifty feet per mile, for short distances, necessary. Big Mulberry will be crossed at a point where an island occurs, which will facilitate, in a great degree, the construction of a bridge.

The depression in the ridge dividing between Mulberry and White Oak, at the most favorable place for crossing it, is 104 feet higher than the grade line at Mulberry. This would be reduced by cutting fourteen feet, and the ascent and descent overcome by gradients of seventy-two feet per mile. The line in the vicinity of the summit passes near the house of Joseph Snodgrass, in the northeast quarter of section 5, township 9, range 28.

The greatest depression in the ridge dividing between the waters of Mulberry and White Oak, on the various lines run with a view (as before mentioned) of avoiding the curvature of the river route, was found to be 126 feet higher than the point at which the line of location crosses; besides which, there would be an additional summit between the two branches of White Oak, which would require gradients of 100 feet per mile to overcome.

The course of White Oak creek, flowing, as it does, for twelve or fourteen miles before it reaches the Arkansas, in a direction almost precisely opposite to

that of the river, is indicative of the formation of the country which intervenes between the two streams, the aspect of which is bold, mountainous, and very broken, affording no practicable passage way for a road over it at any point intermediate between the survey first made and the line of location. The route must, therefore, necessarily take the course of the river, and after crossing White Oak creek occupy the ground at or near the foot of the slopes of the bluffs, at a sufficient elevation to be out of reach of the highest freshets, and the location has been made to conform thereto by a succession of straight lines and curves of unexceptionable radii.

In the valleys of Little and Big Mulberry, embankments will be necessary on account of the backwater from the freshets of the Arkansas, which, in 1833, covered the bottoms to the depth of two or three feet. The excavations on the ridge between the two branches will consist principally of compact gravel and clay, and possibly some loose rock.

No heavy excavation or embankment will occur between Mulberry and White Oak, but a considerable portion of rock will be encountered in the cuts on the dividing ridge. The remaining portion of the excavations will be loose gravel, compact gravel, and clay.

From White Oak creek to the end of the subdivision there will be, in general, a succession of embankments and side cutting, but at several points through cuts will be necessary, and in some places sustaining walls will be required. The embankments occur where earth can readily be procured from the ground on one or both sides of the road.

In the side cuttings generally, and in all the through cuts along the base of the bluffs, rock will be encountered, but with the exception of three or four points it will be in loose and detached fragments, most of which may be removed without blasting.

The most prominent feature in this subdivision is a large mass of solid rock, which juts out into the stream a short distance above Ozark. It is immediately in the line of location, and cannot be avoided. Its highest peak is sixty feet above grade, and presents at first view what might be supposed a very formidable obstacle to the construction or grading of the road. It is, however, in a most convenient position to be removed with the aid of gunpowder, judiciously applied, and at an inconsiderable expense.

From Ozark, the location will be established on a bench of land intervening between the base of the slopes of the hills and the immediate bank of the river, until it reaches section 18, township 9, range 26, where it diverges from the river and passes over the point of a low rocky spur to the valley of Pond creek, in section 17, where the second subdivision terminates.

The principal streams crossed in this subdivision are Big Mulberry, White Oak, Gar, and Hicks's creek, and a slough or branch of Big Mulberry.

Big Mulberry would require a bridge with three spans of 150 feet each; the slough, one of 75 feet; and White Oak, one of 120 feet span. Gar and Hicks's creek might be united a short distance above their intersection with the line of the road, as nothing but a narrow bank of alluvial earth separates them. One bridge of 150 feet span would then answer for the passage of the water from both streams. Several bridges of smaller dimensions and numerous culverts will be required.

Sandstone, of a very superior quality, which indurates by exposure to the atmosphere, can be found in rectangular prismatic masses contiguous to the route on every portion of this section. The abutments and walls for bridges, culverts, sustaining walls, &c., can therefore be constructed of the best order of masonry, at a moderate expense.

The timber on this subdivision consists of post and black oak, cottonwood, gum, hackberry, and other varieties of large growth.

Subdivision third extends 154 miles, and terminates in section 15, township 9, range 24.

To avoid crossing the hills, which, though receding from the river, continue in a southerly direction, presenting obstacles too formidable for a railroad, it was found necessary to ascend gradually on their slopes in a direction S. 19 E. for about a mile and a half to the southern portion of section 20, where the line curves to a due east course, passing over an undulating surface of prairie and timber land, and crossing numerous small branches to section 20, township 9, range 25. It then curves in a direction north of east, to strike a favorite point for descending to the valley of Horse Head creek, which stream is crossed in the northeast corner of section 24, township 9, range 25, from whence the line takes a course to the southeast quarter of section 15, township 9, range 24, where the division terminates.

The line in this division varies very little from a straight course for nearly twelve miles, and the curves are of large radii. In the first nine miles very little rock will be encountered in the excavations, and the grading in general will not be heavy. In the next two miles, the descent from the table land to the valley of Horse Head creek will be effected, in the grading of which a considerable portion of rock will be encountered, though much of it will occur in the side cuttings. Horse Head creek will be crossed by a bridge of 130 feet in length. The valley of the creek is inundated by the great freshets of the Arkansas, and an embankment of a mile in length, of four to ten feet elevation, will be necessary to guard against their effects. About one mile east of Horse Head creek, a spur of a hill protrudes itself, which it is necessary to cross to avoid curvatures, where the excavation will be considerable, but on the remaining portion the work will be very light.

After crossing Horse Head creek, the deflection north of east becomes necessary to avoid the more extensive overflows in the bottom, and also to shun the hills which occur on the south of the line in sections 22, 23, and 24, of township 9, range 24.

In addition to the bridge of 130 feet for crossing Horse Head creek, one bridge of 75 and one of 35 feet will be necessary, besides numerous open and covered culverts for crossing the minor streams.

The timber and stone on this subdivision is similar to that on subdivision second.

As the different gradients, radii of curvature, quantities of excavation and embankment, and the extent of clearing and grubbing on each section of the line, are specifically represented in the appended tables, which have been, with much care, prepared for the purpose, I do not consider it necessary to mention them in detail in the description of the line.

Subdivision fourth extends thirteen and three-fourth miles, and terminates on the right bank of Piney creek, near its mouth, in the southwest quarter of section 15, township 8, range 22.

The general course of the river on this division, with the exception of the great bend between the town of Pittsburg and the mouth of Piney creek, approximates nearly to the proper and most direct route for the road, and the features of the country adjacent to the river would prevent any deflection from it, except at the crossing of the bend above mentioned.

From the end of the third division, the route curves to the south, leaving the town of Spadra between it and the river, and crosses Spadra creek near its mouth, where the banks of the creek are very high and above the usual freshets of the river.

Immediately below the mouth of Spadra creek there is a bluff of about one-fourth of a mile in extent, and elevated in places about twenty-five feet above the highest freshets. From the termination of this bluff there is a broad ex-

panse of bottom land extending along the river for upwards of four miles, when it is abruptly terminated by the high, bold, and rocky cliffs above Pittsburg.

As this bottom land has been inundated by the very high freshets of the Arkansas, it was deemed expedient to run an experimental line near the base of the hills to avoid the overflow, but it was found that this would increase the length of the road nearly one mile, and that the cost of grading would not be much reduced. The line of location will therefore extend directly across the bottom, upon which a very liberal estimate for filling has been predicated on data from the high water-marks left on the trees.

At the eastern extremity of this embankment, the line crosses Cabin creek, and after crossing another small branch passes over a rocky cliff, similar in nature, though not as extensive as the cliff at Ozark. It then follows the margin of the river to section 1, township 8, range 23, on the farm of J. Moreland, where it curves to the east and passes over a depression in the neck of land which extends into the bend of the river above mentioned. It continues thence in a southeast course along the valley of Prairie creek to the termination of the subdivision near the confluence of Prairie creek with Piney.

The depression through which the line passes in crossing the bend below Pittsburg is at the summit but sixty-six feet above the level of the freshets of 1833, and is passed by short grades of 67 feet per mile on the west and 58 feet per mile on the east.

Spadra creek will require a bridge of 150 feet span, and Cabin creek one of 40 feet. The numerous smaller streams will be crossed by open and covered culverts.

The materials for construction in masonry and wood work are abundant and of fine quality.

On the bottom land between Spadra creek and Pittsburg there is a very extensive growth of large and superior red cedar, which would afford a supply of cross-ties of the best quality for a great portion of the division.

Subdivision fifth extends $13\frac{3}{4}$ miles to the junction with the line surveyed for the Arkansas Pacific railroad, by R. L. Hunter, esq., and terminates in section 29, township 7, range 20.

The course of the Arkansas in this division is also in a direction most favorable for the road, and the line follows its immediate bank for a great portion of the distance.

From the mouth of Piney, for a distance of about two miles, the bank of the river is bluff, bold, and rocky. The hills recede gradually for a portion of the distance, whilst on other portions, they come boldly up to the brink of the stream, and terminate in perpendicular cliffs of rock.

The line ascends by an easy grade for half a mile from the mouth of Piney to the top of the cliffs, and continues along the very edge of the precipice until it descends gently along the slopes of the hills to the bottom lands near Scotia. The elevation of the summit is forty feet above high water of 1833.

Where the line necessarily becomes coincident with the edge of the cliffs, the face of the cliff is nearly straight, so that it will be only necessary, in grading, to throw off the top rocks to the proper level. The rock lies in tabular masses and of rectangular shape near the tops and along the faces of the cliffs, and most of it can be removed without blasting.

Three chasms or breaks in the cliffs occur, which it will be necessary to cross by bridges and trestle work.

From the Scotia to the Illinois bayou there is an extensive bottom with a second bank, elevated for nearly the whole distance above the level of the highest freshets of the river, and on this second bank the line has been located for a distance of four miles, the grade line and the surface of the ground being almost coincident for the greater portion of the distance. The route then crosses May's spring branch, and for a short distance follows the foot of the bluffs,

whence it again extends across the bottom land to Illinois bayou, which stream it crosses near its mouth, in section 3, township 7, range 21, and from thence continues over the bottom land, and at the foot of the slopes of the hills to the end of the subdivision, leaving Norristown between the line of the road and the river.

Between Piney and Illinois bayou there is a thick growth of pine of a fine quality on all the upland. The varieties of oak and other timber are also abundant.

Piney creek will require a bridge of 250 feet span, and Illinois bayou one of 240 feet; both of these streams are crossed diagonally. The chasms in the cliffs below Piney creek will be crossed by bridges of 100 feet span each, over the top strings of which the road will pass. The remaining portions of the chasms will be crossed on trestle work, all of which, together with the bridges, culverts, &c., for the minor streams are included in the table of estimates.

On the entire length of the line from Fort Smith to Norristown, the materials which will be found in all the excavations are of the best quality for the construction of a railroad of the most permanent character, and although provision will be made in the estimate for ballasting the entire length of the road, it is believed that the expense of procuring and hauling ballast for that portion of it where cutting occurs will be found unnecessary.

In many places where the excavations will be deep the road bed will be formed on argillaceous slate rock, which occurs in most of the minor ridges crossed by the road, at a depth of 6 to 20 feet from the surface, and frequently where the slate rock occurs beneath the surface of the ground is covered with fragments of sandstone.

There is no portion of the road on which the work would be of a character to protract the construction to an unusual time. In the course of construction all parts of it might progress simultaneously, and by availing of the proper season for building the abutments and piers of the bridges, the masonry of the same might be completed at prices considerably within the estimated cost.

The sandstone which appears on the surface, at intervals along and adjacent to the line on every section of the road, is of a very superior quality, and requires little dressing or trimming to make it suitable for masonry of the best character. In many places it is to be found in tabular masses of all sizes, perfectly smooth on each face, with rectangular ends and sides, forming perfect rectangular prisms, the edges of which, though having been exposed to the action of the atmosphere for ages, remain sharp and uninjured.

The total length of this line, from Fort Smith to the junction with the line surveyed for the Arkansas Pacific railroad, is 83 miles 4,165 feet; and from thence to Little Rock, agreeably to the survey of R. L. Hunter, 71 miles 1,667 feet. Total distance to Little Rock 155 miles 552 feet.

The route via Russelville to the Cairo and Fulton line deflects from the line of location at the end of the bluffs below Piney creek, and near Scotia post office, in the southwest quarter of section 24, township 8, range 22.

The first division of this line embraces subdivisions first, second and third of the line of location, and has been described under those heads. The second division embraces subdivision fourth, and two miles of subdivision fifth, of the line of location, and extends to the left bank of Point Remove creek; the length of the division being $47\frac{3}{4}$ miles.

The ranges of hills, which in many places on this division assume a mountainous aspect, run nearly east and west, and the ridges, which are broken at intervals by the valleys of the large streams, appear in some instances like isolated mountains. The valleys of the tributaries, which must be availed of for the passage of the road, have generally an east and west direction, and in some places are wide and extensive.

From the point of deflection from the line of location the route takes nearly

a due east course, passing over a very undulating surface, crossing the headwaters of May's Spring branch, until it reaches the summit at the head of Lick branch, in the south half of section 21, township 8, range 21, whence it curves to the southeast, and follows the valley of Lick branch to Illinois bayou, which stream it crosses just below a remarkable bend in the southwest quarter of section 25.

There will be an alternation of deep excavations and embankments in the first two miles of the ascent to the summit of the head of Lick branch, which the line crosses, at an elevation of 70 feet above the high freshets of the Arkansas, from whence the work will be light until it reaches Illinois bayou, which will be crossed by a bridge of 200 feet in length.

From Illinois bayou the line curves again to the east, to avoid the hills which bound the valley on the south, and lie between it and the Arkansas. It then curves gently to the southeast, and passes through the northeast quarter of section 36, township 8, range 31. It continues thence over the spurs of elevated ground near the base of the hills, to avoid the overflowed bottom of the bayou, to the northeast quarter of section 6, township 7, range 20, from whence it takes a course towards Russellville. Leaving the town about 300 yards to the south, it crosses the prairie in a course south $71^{\circ} 30'$ east, to the southeast quarter of section 12, township 7, range 19, where it crosses the summit between the waters of Illinois bayou, Whig creek and Galla creek, at an elevation of 130 feet above the grade at Illinois bayou. At this point there will be an extensive cut, but it is not apprehended that any rock, other than slate, will be encountered. The remaining portion of the work, from Illinois bayou to this place, will not be expensive.

After passing this summit the route curves a little more to the south, to avoid the hills on the north, and passes through the southeast corner of section 12. It follows thence the valley of a tributary of Galla creek until it crosses the creek near Kirkbride Potts's house, in the southeast quarter of section 17, township 7, range 19, whence it continues in the same course to the northwest quarter of section 22, township 7, range 19, where it curves to a due east course, and is continued in that direction to the northwest quarter of section 23, township 7, range 18.

After crossing Galla creek the line enters an extensive valley, bounded on the north by Carrion Crow mountain, and on the south by a range of hills which run due east and west, for a distance of six miles, where they terminate on the table land bordering the bottom land of the Arkansas, on the west side of section 22, township 7, range 18.

The summit dividing between the waters of Galla creek and Point Remove creek is crossed on the northwest quarter of section 24, township 7, range 19, at an elevation of 76 feet above the valley of Galla creek. White Oak creek, a tributary of Gum Log creek, has its source on this summit, and flows in a due east course for nearly four miles, where, in section 22, it takes a northeast course to Gum Log.

The line pursues the valley of White Oak to section 22, where, continuing east, it takes a low ridge dividing between the waters of White Oak and those that flow into the Arkansas in the south.

In section 23 the line curves to the southeast, and passing through the southeast corner of section 24, takes a course to the northeast quarter of section 11, township 9, range 17, where it crosses Point Remove creek.

This deflection to the southeast is necessary to avoid the extensive bottom land of Gum Log and Point Remove creeks, on the north of the line, which are overflowed to a great depth by the back-water of the Arkansas.

After leaving the valley of White Oak creek, the line passes over gently undulating ground, on which the work will be very light to the end of the division.

The portion of the route between Scotia and Point Remove creek has very few curves on it, and those are all of large radii, and the route on the entire division is remarkably direct.

Sandstone, of that peculiar character mentioned above, can be found contiguous to the route wherever it will be found necessary to make use of it; and timber of the best quality, for all the purposes of construction, is abundant.

Galla creek will be crossed by a bridge of fifty feet span, and Point Remove creek by one of 150; which, together with the numerous other structures of less magnitude, are included in the table of estimates.

Division third extends to the intersection with the Cairo and Fulton line, in the valley of Cypress creek, the length, by the line of survey, being $50\frac{1}{4}$ miles.

On this division the hills all range nearly east and west. There are none of them of great elevation, but all are rugged and rocky. They lie parallel to each other, with valleys of various extents intervening in succession, from the Arkansas river to a parallel many miles north of the proposed route for your road. These ridges are like those on division second, broken by the streams which flow into the Arkansas and some of their large tributaries, and it is through these gaps alone that any deviation can be made from a general east and west course, except where slight deflections are made by crossing from one side to the other of the valleys.

In some places the hills are cleft to their base, where narrow passes occur, for the passage of the streams which generally flow through at right angles, and, after passing the gap, take their courses parallel to the ranges of the hills, till another gap of a like nature occurs.

Immediately after crossing Point Remove creek, the hill bordering the valley of the stream is encountered. This hill ranges nearly east and west, and the elevation being too great to admit of suitable grades for crossing it at this place, it was necessary to continue along its face, at the north side, up the valley of the creek to the middle of the south boundary of section 6, township 6, range 16, where Caney creek makes a passage through the ridge, cutting it to the base.

At the bend made after crossing Point Remove creek, the line is but 1,600 feet distant from the line of location of the Arkansas Pacific railroad, which crosses Point Remove about one mile lower down the stream, and ascended gradually the face of the hill to a favorable place for crossing it, which occurs near the place where the two lines approach nearest to each other.

The hills in this section ranging a little north of east, it was consequently necessary for the line to take a course a few degrees north of east until it reached the gap made by Caney creek, through which it passes, first curving to the south, and after passing the ridge, curving again to a course about north 82 east, corresponding to the range of the hills and the general course of the valley of Caney creek, which is quite spacious and gently undulating.

Its source is in the south half of section 3, township 6, range 16, where Caney creek, of Cadron, also heads and flows exactly in a contrary direction to the dividing line between sections 5 and 6, township 6, range 15, where it takes a course a little south of east, to its confluence with Cadron creek—thus forming a continuous valley, ranging little from a due east and west course for upwards of twelve miles. The summit level at the head of the two Caney creeks is 104 feet above the grade at Point Remove, and 114 above that at Cadron creek.

The line from Point Remove to the valley of Cadron is very direct, and the grading will be very light for the whole distance.

On approaching Cadron creek the line runs along the northern face of the hill, on the south side of Caney creek, to the middle of the northern half of section 7, township 6, range 14, where the surveyed line curves to the south, passing through a gap in the ridge, which continues for half a mile beyond this point and terminates abruptly. After passing through this gap, it crosses a valley and curves again to the east, along the face of another range of hills, and in the

southeast quarter of section 8, township 6, range 14, turns again to a course a little west of south, passing over an elevated part of the bottom land of Cadron valley, called the Burnt Pond, to the middle of section 17, where it makes a curve to the east and crosses Cadron creek in the southeast corner of section 19.

The east fork of Cadron unites with the main creek in the southwest quarter of section 9, township 6, range 14, where the bottom lands of the two streams are very extensive, and during the freshets of the Arkansas are inundated to a great depth. To avoid these very deep overflows, which extend up the valley of the east fork for a number of miles, it was thought advisable to make the above-mentioned detour to the south, over the more elevated land on the right bank, and cross the main stream at a point from which great facilities would be afforded for the passage of the road in an easterly direction. It has been found, however, that the difference in distance between the surveyed line and the route in which the road, in all probability, would take, if continued by way of the valley of the east fork, would be about one and two-fifths miles. I am, therefore, of opinion that it would be better to pursue the more direct course by the valley of the east fork, as it is hardly probable that the expense of extra embankment could exceed that which is occasioned by the increased length of the road on the other route.

The proposed route, via the east fork, will be found on map No. 2.

On the route surveyed, the embankment will be very extensive, ranging in depth from five to ten feet, for a distance of two miles and a half, in order to place the road beyond the reach of such freshets as those of 1833 and 1844.

By the surveyed line, Cadron will be crossed where the banks on each side are more elevated than they are generally in this section.

On the east of Cadron creek the principal ridges lie nearly east and west, whilst the spurs incline a little north of east. After crossing the stream, the course of the road is due east for nearly two miles, ascending a ravine between one of the main ridges and a spur to the southeast quarter of section 22, township 6, range 14, near the house of J. K. Stone, esq., where a gentle curve is made to the south of east, and the line is continued to the northeast quarter of section 25, of said township, whence it takes a due east course, following the valley of Beaver Fork to Pickens' Gap.

The line crosses the dividing ridge between Cadron, on the west, and the waters of Beaver Fork, on the east, in the southeast corner of section 23, at an elevation of 32 feet above the grade at Cadron. The back waters of the Arkansas extend up the Beaver Fork to sections 24 and 25, and in the very high freshets the depth of the water in the bottoms exceeds, in most places, ten feet. To avoid these overflows, the route passes along the slopes of the hills in the south of the valley.

At Pickens' Gap, on the dividing line between sections 28 and 29, of township 6, range 13, Beaver Fork finds a passage through the ridge of hills, which is availed of for the passage of the road also. The route, consequently, curves to the south, and after passing the ridge, curves again to a course a little south of east, and passes through another gap at the southwest corner of section 26, of the same township, by a very gentle curvature. It continues thence in a direction south of east, along the valley of Beaver Fork to the summit dividing between the waters of Cadron and Palarm creeks, in the north half of section 35. After crossing the summit, it continues along the northern face of a spur of Cadron hill, or mountain, to the middle of section 36, where it curves to the south; and, descending, passes through Five-mile Gap of Cadron mountain, in the same section, from whence it takes a southeast course to Palarm bayou, which it crosses in the southwest quarter of section 5, township 5, range 12, passing over a gently undulating surface, with a gradual inclination from the base of the hill to the stream.

The summit between the waters of Cadron creek and Palarm bayou is crossed at an elevation of 126 feet above the grade line at Cadron.

No difficulties, other than those of an ordinary nature, are met with between Cadron creek and Palarm bayou, and the route, in its general course, is very direct.

From Palarm bayou, the line crosses, diagonally, a spacious valley, in a south-east direction, to the point of an isolated hill, in the southwest quarter of section 10, township 5, range 12, which it leaves to the right. It then curves a little more to the south to avoid another hill, the southern terminus of which lies in the southeast quarter of section 14 of the same township, where the line crosses the summit dividing between the waters of Palarm bayou and Cypress creek. After passing the point of this hill, the route curves more to the east; and in the northern half of section 19, township 5, range 11, it crosses a depression of a ridge of inconsiderable altitude, which divides between two of the head branches of Cypress bayou. In section 20 it curves to a due east course, and following the valley of Cypress bayou, passes through the centre of the range of sections from section 20, township 4, range 11, to section 20, township 5, range 9, a distance of $11\frac{1}{4}$ miles.

From thence it curves to the southeast, and intersects the line of experimental survey for the Cairo and Fulton railroad, in section 27, township 5, range 9, about one-third of a mile to the east of the road from Little Rock to Searcy.

The section between the Palarm bayou and the terminus of the survey presents no obstacle whatever to the construction of a railroad with gentle gradients and curvature of unobjectionable radii, and the point of greatest elevation on the line is but 58 feet above grade at Palarm.

For the greater portion the grading will consist of embankment, merely sufficient to elevate the road bed above the general surface of the ground, for the purpose of keeping it dry during the wet seasons of the year.

No very heavy work will occur at any one part of this whole division, and the grading, masonry, and bridging will fall very far short of the average.

The principal bridges will be, for Cadron creek, one of 175 feet span; for Palarm bayou, one of 100 feet span; and for Four-mile creek, one of 100 feet. There will be no other bridge required of more than 30 feet span on the entire division.

Suitable timber for cross-ties, and other purposes, is abundant on all parts of this division, and sandstone, similar to that described before, is to be found convenient wherever it will be required for construction.

The nature of the ground, on all parts of the route, is peculiarly adapted to the construction of a railroad, and in many places, along the face of the ridges, fragments of the sandstone which predominates, and which will require but very little preparation, can be collected in abundant quantities for ballasting large sections of the road.

The quality of the rock for masonry cannot be excelled, and it appears that nature has done almost all that could be required to present it with the most suitable shapes.

The maps and profiles, illustrative of the surveys and location, and herewith furnished, are as follows:

Map No. 1 embraces that portion of the country which extends from the western boundary of the State to White river, including twelve ranges of townships north of the base line.

This map exhibits the line of location from Fort Smith to Little Rock, as heretofore described, and also the line of approximate location to the intersection with the Cairo and Fulton road, in the valley of Cypress creek. The former is traced in a full red line; the latter in a broken or dotted line.

The gradients in each line, respectively, are exhibited on the profiles at the bottom of the sheet.

The horizontal scale of the map and profiles is 20,000 feet to the inch, and the vertical scale of the profiles is 100 feet to the inch.

The delineation on those sections through which the lines of location pass, and many of those contiguous, have been traced from copies of the township surveys, procured from the land offices of the general government, at Clarksville and Little Rock, and have been made to conform as nearly as practicable to the notes of reference to section lines and corners, which were taken whilst the surveys were in progress. The remaining portion of the map has been copied from Langtree's published map.

Map No. 2 exhibits that portion of the country over which the lines of location and the different experimental lines have extended. The delineation on the sections traversed by the various lines, and also on most of those contiguous, have been likewise traced from copies of the township surveys.

On this map the routes of approximate location are traced in full dark red lines. The several experimental lines are more faintly delineated.

The distances of subdivisions of miles and feet are made to correspond exactly to the distances actually measured on the survey, without reference or regard to the difference made by alterations and curvatures on the lines of location, as hereinbefore mentioned, and which shortens the line one mile 1,900 feet.

The scale of the map is 3,000 feet to the inch, and the sheet of paper on which it is traced is twenty-two and a half feet in length by five feet in width.

The profiles exhibiting the undulations of the ground, the gradients, heights and depths of embankments, excavations, &c., are, for convenience, divided in three parts.

The first division is fifty-six miles 4,500 feet in length, and extends to the point where the deflection was made from the main line, to survey the line via Clarksville and Dover.

The second division embraces the remaining portion of the route to the connection with the line of location, established thence to Little Rock, by R. L. Hunter, esq., eighty-three miles 4,224 feet, and is extended to the right bank of Point Remove creek, on the experimental line towards the Cairo and Fulton line at Cypress creek.

Total length, forty-eight miles and 1,850 feet.

The profile of the route via Clarksville and Dover is also exhibited on the division, by which the excess of this distance of three miles 660 feet, before adverted to, is clearly shown, and the difference of gradients on the two lines contrasted.

The third division extends from the right bank of Point Remove creek to the connection with the Cairo and Fulton line in the valley of Cypress creek, fifty miles, 3,139 feet.

The horizontal scale of the profiles is 400 feet to the inch, and the vertical scale sixty feet to the inch. The datum or base line of the profiles is 234 feet below the level of the grade line at the starting point at Fort Smith.

It must be borne in mind that the profiles of the routes to the Cairo and Fulton line at Cypress creek have been compiled from the level notes on the surveyed line, which exhibit the elevation at each station, besides the intervening inequalities of the ground along the line; and no deductions have been made for distances saved or cut off by alterations and curvatures on the location. The profile on the line of location is made to conform to distances saved by alterations and curvatures.

The grade lines are drawn in blue ink, and the dotted lines represent the contour of the ground on the located route, where slight deviations have been made from the surveyed line, and where the differences could be surveyed with sufficient accuracy.

I also herewith furnish separate plats of all the townships through which the lines of location have been made, both to Little Rock and the valley of Cypress

creek, with the trace of the line of location through each, showing as near as possible the intersection with the section lines.

It is not possible to fix upon a price for iron with any degree of certainty, for any future period, but it is presumed that rails would cost, delivered on the road, at the present rates, about eighty dollars per ton.

At this price, the cost of materials and workmanship, on one mile of track, would be as follows:

94½ tons of rails, at \$80.....	\$7,560 00
600 wrought iron chairs, at 50 cents.....	300 00
5,600 pounds of spikes, at 6 cents.....	336 00
2,640 cross-ties, at 15 cents.....	396 00
1,760 cubic yards of ballasting, at 35 cents.....	616 00
Laying track, clearing ditches, &c.....	500 00
	<hr/>
	9,708 00
Add 1-20 for side tracks, turn-outs, &c.....	492 00
	<hr/>
Cost of superstructure per mile.....	10,200 00
	<hr/> <hr/>

The estimated cost of the road from Fort Smith to the junction with the line surveyed for the Arkansas Pacific railroad is as follows:

Clearing, grubbing, grading, bridging and masonry, for the first subdivision, (see table of estimates).....	\$217,025
For the second subdivision, (see table of estimates).....	123,520
For the third subdivision, (see table of estimates).....	81,360
For the fourth subdivision, (see table of estimates).....	81,160
For the fifth subdivision, (see table of estimates).....	84,244
	<hr/>
	587,309
83.8 miles of superstructure, at \$10,200 per mile.....	854,760
83.8 miles of fencing, at \$500 per mile.....	41,900
	<hr/>
Total cost of 83.8 miles of road completed.....	1,483,969
	<hr/> <hr/>

Cost per mile, \$18,708.

The estimated cost of the road from Fort Smith to the junction with the experimental line of the Cairo and Fulton railroad, in section 27, township 5, range 9, is as follows:

Clearing, grubbing, grading, bridging and masonry for the first division, (see table of estimates).....	\$421,908
For the second division, (see table of estimates).....	223,896
For the third division, (see table of estimates).....	169,768
	<hr/>
	815,653
153.75 miles of superstructure, at \$10,200 per mile.....	1,568,250
153.75 miles fencing, at \$500 per mile.....	76,875
	<hr/>
Total cost of 153¾ miles of road completed.....	2,460,778
	<hr/> <hr/>

Cost per mile, \$16,005.

The estimate for the depots, workshops, station-houses, water-stations, and equipments of the road, includes everything that may be required for the entire

route from Fort Smith to Little Rock, or from Fort Smith to the Cairo and Fulton railroad, wherever the junction may be made, and is as follows :

4 20-ton passenger engines, at \$10,000.....	\$40, 000
3 26-ton freight engines, at \$10,000.....	30, 000
2 engines for wood and other purposes, \$6,000.....	12, 000
6 first class passenger cars, at \$2,400.....	14, 400
4 second class passenger cars, at \$1,200.....	4, 800
3 baggage and mail cars, at \$900.....	2, 700
60 platform, cattle, and horse cars, at \$500.....	30, 000
20 gravel cars, at \$150.....	3, 000
10 hand cars, at \$100.....	1, 000
	<hr/>
	137, 900
Depots, workshops, station-houses and water-stations, including land.....	150, 000
Engineering expenses and contingencies.....	72, 000
	<hr/>
	360, 000
	<hr/>

The aggregate cost of the road, equipped, would be as follows :

Cost of the road from Fort Smith to junction with the Arkansas Pacific location, 83.8 miles.....	\$1, 483, 869
Cost of equipment, depot, workshops, &c., to Little Rock.....	360, 000
	<hr/>
Total.....	1, 843, 969
	<hr/>

Cost of road from Fort Smith to junction with Cairo and Fulton survey, 153.75 miles.....	\$2, 460, 778
Cost of equipment, depot, workshops, &c.....	360, 000
	<hr/>
	2, 820, 778
	<hr/>

Cost per mile equipped complete, \$18,350.

In the execution of the surveys, my attention has been exclusively directed to a critical examination of the country, and an investigation of its topographical features and resources only so far as they might influence a judicious selection of a route, or might be applied with most economy in the construction of a railroad.

It is presumed that the necessity for making the road, the probable amount of revenue to be derived from the transportation of passengers, goods, merchandise, the agricultural and mineral productions of the country, &c., are subjects which have been already discussed, and are well understood. They are matters, therefore, which I have not adverted to. I am aware that the practice has become general throughout the United States for engineers to enter into such calculations, but I consider it a pernicious one, for it cannot be presumed that the engineer, who is generally a stranger, can be so well acquainted with all the statistics, or so capable of forming correct estimates on these subjects, as those who project the road. Besides which, it is the interest of the engineer to make the probable revenue appear as large as possible; and it too often happens that his judgment is warped, and his imagination leads him to conclusions which are not sustained by facts.

In the execution of the surveys, and the maps and profiles exhibiting the same, as also in the preparation of the estimates, &c., I have been aided by William H. Bradley, of Boston, and Dennis Callahan, of Baltimore, and take

this occasion to express my thanks to them for the energy, zeal, and ability with which they unremittingly performed their respective duties, as principal and second assistants on the work.

All of which is respectfully submitted:

JOSHUA BARNEY.

VAN BUREN, *August 22, 1854.*

HUNTER'S REPORT.

PRELIMINARY REPORT OF THE ARKANSAS PACIFIC RAILROAD.

To the president and directors of the Arkansas Pacific Railroad Company:

GENTLEMEN: Having been employed by you to survey the route of the Arkansas Pacific railroad, a branch of the Cairo and Fulton railroad, from Fort Smith to Little Rock, by way of Dardanelle, I have the honor to inform you that I have completed the work confided to me, and herein communicate the results which have been arrived at.

A party having been organized, and a suitable camp equipage provided, the survey was commenced on the 10th of March, and the field work completed in the latter part of May. A brief description of the route fixed upon will be of service to those who read this report without having the map before them.

Beginning in the eastern part of the town of Fort Smith, the line runs in a southeasterly direction through the lower part of Mazzard prairie, touches the edge of the Arkansas river bottom, in the bend below Knox's farm, crosses Vache Grasse creek, near the old military road, and continuing near the same, passes through Grand prairie, leaving Judge Aldridge's about half a mile to the south. In continuation, after leaving both of the Short mountains to the north, it crosses Shoal creek just below Sadler's mills, and is carried down Delaware creek and across Dardanelle mountain in the gap through which the military road passes, and thence to the town of Dardanelle. Crossing the Arkansas river at that place, the line is carried a little north of Wilson Barnett's, and crossing Point Remove creek a mile above Emzy Wilson's, it passes a mile or more north of Lewisburg. Thence it is continued, near the military road, to within two or three miles of the Cadron. Here the most direct course towards Little Rock would still take us along the military road and across the Cadron near its mouth; but the Cadron mountain presents so formidable an obstacle in that direction that I was obliged, very reluctantly, after a thorough examination of the country, to adopt a more circuitous route. The line was therefore carried across the Cadron, about two miles above the military road, and, after continuing for four miles along the base of the Cadron mountain, it passes through a gap in the latter, and turns southwardly towards Little Rock.

From Fort Smith to the Cadron gap, a distance of one hundred and fifteen miles, the route is at no place more than three miles from an air line between the two points. But from the Cadron gap to Little Rock, independently of the great bend the line makes at the former point, it is rendered much more tortuous in consequence of mountains interposing on the direct route.

But to resume the description of the route: From the Cadron gap, avoiding a hilly country on the right, and the overflowed land of the Palarm bayou on the left, the line is continued nearly south to within one and a half miles of the mouth of the Palarm, when it crosses that stream and passes the Palarm mountain in a gap, three miles from where that mountain abuts upon the Arkansas river. Here the line strikes the military road again, and continues along and near it to the north bank of the Arkansas river, opposite Little Rock, where it is proposed to connect with the Cairo and Fulton railroad.

The accompanying profile of the line will show the depth of cutting and filling required to grade the road, from which it will be seen that in crossing the Palarm mountain the work will be very heavy. It was with much solicitude that I made a thorough exploration of that mountain, to see if it could not be crossed on more favorable terms. A line which was run, crossing the mountain at Jones's gap, four miles east of the adopted route, proved to be no less expensive and much more circuitous; while to pass around the end of the mountain, where it abuts upon the river, would increase the distance some two miles and a half, which, estimating the value of a mile of distance saved at \$30,000, (and that is less than many engineers put it at,) would at once determine the location of the line in its present position.

* * * * *

It has been said before that the route is very direct to the Cadron gap. From that point to Little Rock it is not more circuitous than might have been expected in a broken country so far in the interior. In this connection I will here remark that Captain Barney, who made the survey on the north side of the river, kindly furnished me with a trace of his line, from near Norristown to its termination on the Cairo and Fulton railroad. I have placed on my map that portion of it between the Cadron and the Cairo and Fulton railroad. It will be seen that at the Cadron gap the two lines are within a mile and a half of each other. I am assured by Captain Barney that, from that point to the end of his route, the country is most favorable to the construction of a railroad, and a glance at the accompanying map will show that that portion of his line, taken in connection with mine, from Fort Smith to the Cadron gap, would form a railroad route which, for its near approach to an air line, has probably no parallel in the country. The propriety of giving that direction to your road, instead of carrying it to Little Rock, is a point which does not require discussion in this report, as the grant of land which will go so far towards building it is bestowed by the munificence of Congress upon a "branch of the Cairo and Fulton railroad from *Little Rock to Fort Smith.*"

But the above will show the advantages of your route, as compared with any other, in the event that it should be deemed advisable, at some future day, to connect your road with some other one in that direction.

* * * * *

By the subjoined table of gradients, it will be seen that fifty feet to the mile is the maximum grade; and I will take occasion to say that it is only for a short distance that such a grade is found necessary.

Table of gradients.

	Level	To 10 feet in the mile.	Between 10 to 20 feet in the mile.	Between 20 and 30 feet in the mile.	Between 30 and 36 feet in the mile.	Between 36 and 42½ feet in the mile.	Between 42½ and 50 feet in the mile.
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Between Fort Smith and Dardanelle.....	32.64	12.39	16.94	18.85	16.80	40.01	11.06
Between Dardanelle and Little Rock.....	10.75	6.45	9.22	13.33	7.73	23.44	5.58
	21.89	5.94	7.72	5.52	9.47	16.57	5.48

The curvature of the road is exhibited in the subjoined table. It was necessary, for a distance of 1,890 feet, to use a five-degree curve, the radius being 1,146 feet; and for a distance of 1,600 feet to use a curve of four degrees, radius

1,432½ feet. With these exceptions, the whole line is reduced to the gentle curvature of three degrees or less. More than 81 per cent. of the route is a straight line, a fact which exhibits the alignment of the road in a most flattering aspect.

Table showing the relative proportions of straight line and curve.

	Straight line.	½ deg. curve.	1 deg. curve.	2 deg. curve.	3 deg. curve.	4 deg. curve.	5 deg. curve.	Total deflection.	Per ct. of cur- vature.
	<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>	o ' "	
Between Ft. Smith and Dardanelle.....	336,215	15,636	20,997	5,686	14,281	1,600	.....	893 25	17.3
Between Dardanelle and Little Rock	317,390	9,500	23,925	12,369	17,073	.....	1,890	1,147 00	20.4
Total	653,605	25,136	44,922	18,055	31,354	1,600	1,890	2,040 25	37.7

The following shows my estimate of the cost of your road:

From Fort Smith to Dardanelle—74.7 miles.

129,467 cubic yards excavation of rock and slate, at 75 cents.....	\$95,100
413,666 cubic yards excavation of earth, at 18 cents.....	74,459
1,461,100 cubic yards embankment, at 14 cents.....	204,554
Bridging and masonry.....	60,607
Total.....	436,720

From Dardanelle to Little Rock—72.38 miles.

113,368 cubic yards excavation of rock and slate, at 75 cents.....	\$85,026
362,227 cubic yards excavation of earth, at 18 cents.....	65,200
1,465,000 cubic yards embankment, at 14 cents.....	205,100
Bridge across the Arkansas at Dardanelle.....	140,000
All other bridging and masonry.....	45,796
Total.....	541,095

Graduation, bridging and masonry from Fort Smith to Dardanelle.	\$436,720
Graduation, bridging and masonry from Dardanelle to Little Rock.	401,095
Bridge across Arkansas river at Dardanelle.....	140,000
147.08 miles superstructure, at \$7,500 per mile.....	1,103,100
3½ miles side track, at \$7,500 per mile.....	26,250
Right of way.....	5,000
Engines, cars, watch-houses, shops, water stations, &c.....	210,800
Engineering and contingencies.....	100,000
Total cost of road and equipment.....	2,422,965

Total cost per mile..... \$16,473 79

* * * * *

Before closing this report, I wish to tender my grateful acknowledgments to those gentlemen along the line of the road who have rendered me assistance in getting a correct knowledge of the country. I am indebted to Captain Barney,

the accomplished engineer of the Fort Smith branch of the Cairo and Fulton railroad, for his kindness in furnishing me with several facilities for prosecuting my office work. I take pleasure, also, in acknowledging my indebtedness to Messrs. Going and Calhoun, my assistants, and to the other young gentlemen who formed my corps, for their zealous and efficient assistance in the labors of the survey.

Respectfully submitted :

R. L. HUNTER,
Chief Engineer.

ENGINEER'S OFFICE, ARKANSAS PACIFIC RAILROAD,
Fort Smith, August 10, 1854.

Acts of the legislature in reference to the Little Rock and Fort Smith railroad.

AN ACT to incorporate the Little Rock and Fort Smith Railroad Company.

SECTION 1. *Be it enacted by the general assembly of the State of Arkansas,* That the said corporation shall be composed of John Drennen, E. B. Bishop, D. L. Bourland, A. G. Mayers, L. Robinson, R. H. Brown, M. Rose, Thomas A. Howell, A. Gordon, George W. Clarke, P. Pennywit, Justin Beneux, George Birnie, William Goodrich, R. Cunningham, John McFadden, R. W. Benedict, Mark Bean, and such other persons, corporations, States, counties and cities as may subscribe to stock in said company, and comply with the provisions contained in this act, and also with the by-laws, rules and regulations of said company, and the general law of the land respecting the same.

SEC. 2. That said corporation is established for the purpose of constructing, working, and maintaining a railroad from Little Rock, by way of Van Buren, to Fort Smith, in this State.

SEC. 3. The corporation hereby created, by its corporate name and style aforesaid, shall have succession for ninety-nine years, and be empowered and entitled to sue and be sued, plead and be impleaded, grant and take by grant, contract or release, purchase and hold lands and chattels, and have a common seal, with the power of alteration, and all other such ordinary and necessary powers, liberties, franchises, privileges and incidents of bodies political and corporate, as under this act and the general law of the land it may legally take, obtain, hold, possess and enjoy.

SEC. 4. The capital stock of the company is fixed at one million seven hundred and fifty thousand dollars, divided into seventy thousand shares of twenty-five dollars each. A payment of five per cent. on the amount of each share shall be made when the sum of one hundred thousand dollars shall be subscribed; the subsequent payments shall be made in sums, and at such periods, as shall be fixed by the board of directors: *Provided*, That the call shall not be made for more than ten per cent. at any one time, and that sixty days' notice of each call shall be given by publication in one newspaper in the city of Little Rock, one in Fort Smith, and one in Van Buren, Arkansas, and not more than three calls shall be made in any one year.

SEC. 5. The State of Arkansas, and the several counties upon the line of this road or elsewhere in this State, not only may become, but are solicited to become, stockholders in said company, by subscribing for stock therein; and in the event that any or either of them do so, they shall be represented in the directory in the manner hereinafter provided.

SEC. 6. The said corporation shall go into operation and be organized as soon as shares of stock to the amount of one hundred thousand dollars shall have been subscribed.

SEC. 7. The business of the corporation shall be conducted at its domicile in

the city of Clarksville, Johnson county, in this State, by a board composed of eighteen directors, who shall be stockholders. A quorum shall consist of at least seven directors. At all elections by the stockholders, and all their meetings, each share shall be entitled to one vote, with the exception as to the election for directors of the State, as hereinafter mentioned. Voters may vote in person or by proxy. Counties becoming stockholders shall vote by such person or officer as shall be designated by the county court by order upon its record. The State shall vote by such person or officer as shall be designated by the governor, or by law, if any law on the subject be enacted. Other votes may be given in person or by proxy, but no person shall vote more than fifteen hundred votes by proxy. And, after the first year, all shares of stock must be owned or possessed by the voter in his own right, or by his principal, three months before they are voted on. The president of the company is the officer designated as the one on whom legal service of all process or citations, writs or notices against or to the company may be made, and the company agrees to be bound by such service, whether made on the president in person, or left in writing to his address at the office of the company in the hands of any of its officers.

SEC. 8. The first board of directors shall be chosen, or chosen and appointed, as soon as the first lists of subscription shall be closed. The election for the first board shall be held at the court-house of the circuit court of Johnson county, at such time as shall be designated by the commissioners charged with receiving subscriptions, as hereinafter named. Notice shall be given of such election by publication made twenty days previous, in one newspaper published in Van Buren, and one in Fort Smith. In case the State shall not, at the time of such election, have subscribed for any stock, eighteen directors shall be elected; but then if she shall have subscribed for stock, or whenever she shall afterwards do so, she shall be entitled to one director if she subscribe one hundred thousand dollars, to two if she subscribe two hundred thousand dollars, to three if she subscribe three hundred thousand dollars, to four if she subscribe four hundred thousand dollars, to five if she subscribe five hundred thousand dollars, to six if she subscribe seven hundred thousand dollars or more—to be selected and appointed by the governor, for the time being, so as to commence their terms of service at the same time with the other directors elected by the stockholders at the first regular election after such stock is taken by the State; and whenever stock shall be subscribed for by the State, and directors appointed or selected by her proper officer, or in such way as by law she provides, prior to any general election, the stockholders shall thereafter elect so many directors as will make, with those appointed or selected by the State, the number of eighteen. The State shall have no vote in the election of such other directors; but in all other votes, and at all meetings of the stockholders, she shall have one vote for every share of stock subscribed by her, to be cast in such manner, and by such officer or officers, person or persons, as she shall by law direct.

SEC. 9. The first election shall be held under the superintendence of three of the commissioners to receive subscriptions for stock, at Clarksville; all subsequent elections, under the superintendence of three commissioners, to be appointed from among the stockholders by the board of directors for the time being. The first board of directors shall hold their office until the first Monday of January, eighteen hundred and fifty-six, unless before that time the State shall subscribe for stock, in which case she may appoint the number of directors to which she may be entitled, and thereupon the same number of directors previously elected shall cease to be directors—first, the one who received the lowest number of votes, then the next lowest, and so upward; and if it occur that two directors or more receive the same number of votes, one or more of whom must go out, the matter shall be decided by lot; and the directors so appointed by the State, with the residue of those elected, shall constitute the board for the

residue of the term: *Provided*, That in no event shall the president be displaced, or cease to be president or director by the incoming of such appointed directors, no matter what was his vote for director.

SEC. 10. The election for directors shall be annual, and each board subsequent to the first shall be elected on the third Monday of December. A failure to elect or appoint directors shall not dissolve the corporation; but the board in office shall continue the exercise of its functions until a new board can be elected, or elected and appointed. All notices of elections and of meetings of stockholders, after the first election above provided for, shall be given by publication, fifteen days in advance, in one newspaper in Little Rock, Arkansas, one in Van Buren, and one in Clarksville, if any be there published; and all elections, including the first, shall be held at the domicile of the company, and at such place there, and between such hours, as shall be fixed by the authority ordering the notice, and stated in the notice.

SEC. 11. The following persons are hereby appointed commissioners for the purpose of receiving subscriptions to the stock of said corporation, viz: from the city of Van Buren, in the county of Crawford, John Drennen, E. B. Bishop, John B. Ogden, A. J. Ward; from the town of Ozark, in the county of Franklin, D. W. Fillingen, D. L. Bourland, James F. Quail; from the city of Clarksville and county of Johnson, Augustus M. Ward, Jacob Rogers, A. D. King; from the town of Dover and the county of Pope, Robert Cunningham, A. S. Pavatt, Thomas S. Howell; from the town of Lewisburg and county of Conway, Anderson Gordon, Arthur Hays, R. W. Benedict; from the town of Fayetteville and county of Washington, Jonas M. Tebbetts, William Quesenberry, James P. Neal; from the county of Van Buren, Thomas T. Harrison, George Counts; from the city of Little Rock, Albert Pike, Absalom Fowler, William H. Sutton; from the county of Searcy, Samuel H. Hensley, Samuel Leslie; from the county of White, David Maxwell, Israel Moore; from the county of Perry, John W. Rison, Thomas A. Reeder; from the county of Prairie, B. C. Totten, E. M. Williams; from the city of Fort Smith and the counties of Sebastian and Scott, John Rogers, George S. Birnie, Solomon F. Clark, Grundy Gaines; from the county of Yell, George Williams, John Haney, Neale B. Rose; from the county of Benton, A. B. Greenwood, W. J. Howard, J. M. Hoge; from the county of Madison, John M. Berry, D. S. Sanders, Hugh Anderson; from the county of Newton, G. B. Cecil, S. H. Porter; from the county of Carroll, James M. Berry, Tilford Denton, W. C. Mitchell.

SEC. 12. The said commissioners shall have power to appoint deputies, or agents, in other places, for receiving subscriptions; and they are authorized to open the books of said company for subscriptions to stock without giving further public notice of the same. All subscriptions shall be returned to the domicile, at Clarksville, and there recorded in the office of the recorder of deeds and mortgages of the county of Johnson, and otherwise disposed of as may be required by law.

SEC. 13. The directors shall elect one of their body as president, and another as vice-president of the company, at their first meeting after the election, and each subsequent board shall elect one of themselves as president, and one as vice-president, at the first meeting held by said board. The president shall vote only when there is a tie, and in elections, and when the ayes and noes are called; the vice-president shall not vote while acting as president. Immediately after the election of the first board of directors, subscription lists shall be again opened for a term of four months, in the State of Arkansas, and elsewhere, as the board of directors may deem advisable; and public notice thereof shall be given in a newspaper (if there be any) at each place where subscription books are opened, and the same commissioners may act, or the board may appoint, agents for receiving the subscriptions. At the end of said four months, if the amount of the subscriptions shall exceed the capital required, a meeting

of the stockholders and subscribers shall be held to determine whether the capital shall be increased to the whole amount of subscription, which, if they do determine, may be done; but if the capital be not increased, then the number of shares of stock subscribed, after the election of the first directory, except those taken by the State or counties, shall be reduced by deductions from the largest subscriptions, so as not to diminish the number of shares of any subscriber, while another (except said subscribers, prior to the election of directors, and except the State and counties) remains with a larger number of shares; if there still be deficiency in the amount of capital subscribed, the said subscription books may be reopened and closed from time to time, till the whole capital shall have been subscribed. It shall be the duty of the vice-president, at all times, during the absence, sickness, or disability of the president, to perform the duties of the president; and he shall receive no compensation except while he is performing the duties of president: *Provided*, That the president shall not, at the same time, receive any compensation.

SEC. 14. Until the first board of directory is organized, the persons hereinabove, in section two, specially named, shall, for all purposes of organization, and other preliminary purposes, constitute a board of directors, with authority to procure, at the cost of the company, a preliminary examination, reconnoissance, and survey of the route between Little Rock and Fort Smith, on the north side of the Arkansas river, by way of Van Buren. And it shall be their special duty to procure from persons, on the whole line of the road, relinquishments to the company of the right of way, to which end the company binds itself to pay for all incidental expenses of reconnoissance, printing, and advertising incurred by them; and authority is hereby given them to employ and pay all necessary agents to obtain such relinquishments and do anything necessary to the organization of the company.

SEC. 15. In case of failure on the part of any subscriber to pay any instalment on his stock when and as required, the amount due shall bear interest at the rate of ten per cent. per annum, from the time it falls due. The board of directors shall have the option, after thirty days' written notice to the defaulter, to forfeit his stock and sell it at auction, for the benefit and at the risk of said stockholder, and sue him for any deficit afterward remaining, or to compel, by suit, the payment of such instalment; and no stockholder shall be permitted to vote, personally or by proxy, for himself, or as proxy for another, while in default.

SEC. 16. All meetings of stockholders shall be composed of persons or corporations, or the agents of corporations or persons, holding, in the aggregate, more than one-half of the stock of the company taken and subscribed for, in order to make valid and binding their action in the premises, except meetings called for the purpose of increasing or diminishing the capital stock of the company, at which three-fourths of the stock shall be represented. At elections, more than one-half of the stock, exclusive of that taken by the State, shall be represented. When it is required only that more than one-half of the stock shall be represented, and such is not the case, the meeting shall be adjourned for one week, and at such adjourned meeting the majority of the stock present and represented shall bind the company in the same manner as if a majority of the whole stock were present and represented.

SEC. 17. The president and directors of said corporation shall have power to do anything necessary for the construction, repair, and maintenance of the railroad hereinbefore mentioned, with as many tracks as they may deem necessary; to fix and determine the line of the road and the depots that may be necessary; to make and construct, or procure to be made and constructed, any erections whatever for the purpose and complete working of said road; to construct all bridges over navigable and other rivers, streams, and sloughs; to decide whether the crossing thereof shall be by bridges or steam ferry; to prescribe the width

and length of said bridges, and the size of the proper draws for the passage of vessels, when over navigable streams; to contract specially for work, labor, or materials to be furnished to the company, and agree whether the whole, or any part thereof, shall be payable in the capital stock of the company; to hire and purchase hands and laborers; to appoint a secretary, treasurer, superintendent, engineers, solicitor, and other officers or servants, necessary or proper, for the faithful performance of any duty necessary to the construction and maintenance of the said railroad; to receive from the State or general government a grant of lands, or become the agent of either to dispose of lands granted, and with the same, or the aid of the same, to procure the road to be built; to make all contracts necessary thereto, and all contracts for the furnishing of iron or other necessary equipment or supplies of the road, on such terms and credits as they think proper, including all locomotives, engines, cars, vehicles, teams, and other equipments, deemed by them necessary or useful to the purposes of the company; to borrow money for and on account of said road, in any sums not to exceed fifty thousand dollars, unless authorized by a vote of two-thirds of the stockholders, exclusive of the State, to exceed that sum, and to mortgage said road and its appurtenances, to secure the same; to mortgage said road, or hypothecate its receipts, to pay persons who take contract for building the same; when said road, or any portion thereof, is finished, to fix the rate of tolls for passengers and merchandise; to fix a telegraph wire along said road, and regulate the fees for messages sent; to make all by-laws, rules, and regulations deemed necessary or convenient for the proper, safe, and regular transaction of the business of the company; such rules, by-laws, and regulations being subject to repeal, change, amendment, or modification, by the stockholders, at their meetings, or by said president and directors, in the intervals; to accept donations in land, money, or such materials, or labor, as may be useful to the company; to accept relinquishments of right of way, or purchase releases of the same, and, to that end, to submit questions of compensation to the proper tribunal, or to arbitration, or to settle the same themselves by way of compromise, or delegate the power to do so; to declare, semi-annually, the dividends arising from the working of the road, or any section or sections of it, after payment of all necessary expenses, which dividend shall be declared and payable within the last fifteen days of the months of May and November, in each year. They shall make a report in full detail to the stockholders, upon the first days of June and December, in each year, of the working of the road, and its expenses and profits, as also a detailed statement of all contracts during the process of constructing the road and its bridges, with an account of the progress made; they shall cause to be kept a regular set of books, in which shall be entered, in the regular order of their several dates, all business or other transactions in the company, which books shall always be open to the inspection of any stockholder, at the office of the company, during the business hours of the day; they shall keep a stock-book, and certificates of stock shall be issued to the stockholders, and no transfer of stock shall be binding on the company until made on its stock-books; and they shall call a meeting of the stockholders on the written requisition of stockholders representing one-fifth of the stock of the company, or on the requisition of the proper authority representing the State, if she becomes a stockholder.

SEC. 18. Any vacancy in the board of directory, occurring during the year, may be filled by a vote of such of the directors as hold their offices by election.

SEC. 19. The limitations as to the amount which the board of directors may borrow, does not apply to contracts upon credit for the furnishing of iron, equipments, other necessary supplies, or labor, or to a contract for the construction of the whole road, or a section thereof.

SEC. 20. A stated annual meeting of the stockholders shall be held on the last Monday of December, in each year, to receive the report of last year's ope-

rations and business, and for examination into the condition of the company's affairs, before which meeting the annual statement shall be laid.

SEC. 21. No transfer of stock shall exempt the transferer from the obligation of paying instalments afterwards called for, until the whole fifty per cent. on each of his shares shall have been paid.

SEC. 22. If any subscriber shall be taxed by virtue of any law, or ordinance, for the payment of subscription to the company, he shall have the right of reducing the number of his shares by any amount equal to that of the tax so imposed; but this right must be exercised within thirty days from the time of payment of such tax, after which time it shall not be allowed.

SEC. 23. The board of directors shall have the power of making such arrangements as they may deem proper for the connection of any branch road with said Little Rock and Fort Smith railroad, to pass on the north side of the Arkansas river, crossing at Van Buren to Fort Smith, in the State of Arkansas, developing the resources of western and northwestern Arkansas, that may hereafter be built, or proposed to be built; and also for the connection with said road of a road toward the Pacific, or elsewhere, and they shall also have the power to make such arrangements or contracts with the national government, or individuals or corporations, as may be necessary to the making of said road a part of the main trunk or southern branch of the Atlantic and Pacific railroad: *Provided*, They shall not exercise any of the powers granted in this section, unless they shall be authorized to do so by a majority of stockholders, to be assembled at Clarksville previously, or by proxies, on notice, specifying the power desired.

SEC. 24. The said company hereby reserves to itself the right either to accept or reject any act of the general assembly of this State, altering or amending this charter; which shall be decided by a vote of a majority of all the stock, exclusive of that taken by the State, at a meeting of the stockholders, regularly convened for that purpose.

SEC. 25. No stockholder in this company shall be, in any event, responsible for losses of the company to any greater amount or extent in the whole than the amount of stock subscribed for and taken by him.

SEC. 26. Any notice required by this act, charter, or the by-laws, to be served on stockholders, may be served on non-residents by one advertisement in a newspaper at Little Rock, the proper length of time required for service of such notice prior to the action or proceeding to be indorsed thereon.

SEC. 27. If the said road be anywhere built along or across any State or county public road, or the streets or wharves of any town or city, the said company shall keep good and sufficient causeways, or adequate facilities for crossing the same; and the said railroad shall not be so constructed as to prevent the public from using any road, street, or highway along or across which it may pass. When said railroad shall be carried across any navigable stream, a bridge shall be erected of sufficient height, or a suitable drawbridge constructed, so that in no case shall the free navigation of such stream be obstructed. When any person shall own lands on both sides of said railroad, said company shall, when required to do so, make and keep in good repair one causeway or other adequate means of crossing the same.

SEC. 28. The president and directors may fix the salaries of the president and vice-president, secretary, treasurer, and all other officers, agents, and servants of said company, and take security from them when expedient; but no director shall receive any compensation for his services as director.

SEC. 29. The president and directors may, if they consider it expedient, receive subscriptions for stock, payable in labor or materials, in and for the road, to be done or finished under the superintendence of the directors of said company, or officers appointed by them, bond being taken to the company, with security for the faithful performance of the work or furnishing of the materials

No director, treasurer, engineer, clerk, servant, or other officer of the company, shall be an undertaker or contractor of or for any work on said road.

SEC. 30. At the expiration of this charter, or whenever the dissolution of corporation shall render its liquidation necessary, three commissioners shall be elected by the stockholders, whose duty it shall be to take possession of the property of the company and conduct its business to final liquidation, on such terms and in such manner as shall be determined by the meeting of stockholders whereat they are elected, which meeting shall be regularly convened for that purpose; and if, at the expiration of the present charter, a majority of the stockholders, in number and amount, shall desire to renew the same for a further term, the stockholders dissenting from such renewal shall be bound to transfer their stock to those desiring the renewal at its fair value, to be fixed by appraisers mutually chosen for that purpose.

SEC. 31. This charter shall continue for the term of ninety-nine years, at the end whereof the corporate privileges hereby granted shall cease and terminate.

SEC. 32. That this act shall take effect and be in force from and after its passage.

Approved January 22, 1865.

AN ACT fixing the line of the Little Rock and Fort Smith branch of the Cairo and Fulton railroad, and granting the lands donated by Congress to the State in aid thereof.

SECTION 1. *Be it enacted by the general assembly of the State of Arkansas,* That the lands within this State, along the entire length of the line of the Little Rock and Fort Smith branch of the Cairo and Fulton railroad, from Little Rock to Fort Smith, with the right conferred by the act of Congress of selecting other lands in lieu of such as may have been sold or otherwise appropriated by the United States, and which said lands were granted by an act of Congress, entitled "An act granting the right of way and making a grant of lands to the States of Arkansas and Missouri, to aid in the construction of a railroad from a point on the Mississippi river, opposite the mouth of the Ohio, via Little Rock, to the Texas boundary, near Fulton, in Arkansas, with branches, one to Fort Smith and one to a point on the Mississippi river," approved the ninth of February, one thousand eight hundred and fifty-three, are hereby granted to the company of the Little Rock and Fort Smith branch of the Cairo and Fulton railroad, so that they may be legally applied in aid of the construction of said branch line of road, and that the line of route for said branch road, surveyed by said Little Rock and Fort Smith Branch Railroad Company, of the before-mentioned Cairo and Fulton railroad, from Fort Smith, via Van Buren, intersecting R. L. Hunter's survey in Pope county, as reported by Captain Joshua Barney, chief engineer of said branch road, and adopted by the directors of said branch railroad company, thence to Little Rock, under and by authority of a charter of said company, adopted on the seventh day of September, eighteen hundred and fifty-three, organized according to the provisions of an act of the general assembly, entitled "An act granting corporate powers for certain purposes," approved the eighth of January, eighteen hundred and fifty-one, and a copy of said charter filed in the office of the Secretary of State, on the 25th day of November, eighteen hundred and fifty-three, in accordance with the provisions of said act, which survey was completed on the twenty-second day of August, eighteen hundred and fifty-four, and reported to the president and directors of said company, and by them approved on the twenty-third day of August, eighteen hundred and fifty-four; and the line or route of said branch railroad, designated and fixed, as shown by the survey, and resolutions of the board of directors of said company of that date, be, and the same is hereby, adopted and definitely fixed as the line or route of said branch railroad, except such slight variations as the actual location of the

work may, in the judgment of their chief engineer, actually require, in pursuance of the provisions of said act of Congress, as well as those hereinafter stated.

SEC. 2. *Be it further enacted*, That after the expiration of twenty years from the date of the completion of said branch road, or of the completion of any division, twenty-five miles of said road, said company shall pay into the State treasury, for the division so completed, an annual tax upon said road, fixtures, houses, and other property, equal to that paid upon other taxable property in this State for the time being : *Provided*, That said tax may be levied whenever said company shall declare a dividend of not less than ten per cent : *Provided further*, The tax shall not be assessed and collected until said company shall declare a dividend of ten per cent. upon their capital stock by their directors, and the governor of this State shall, at any time, if he believes that the directors of said company conceal or misstate the true condition of the company, have power to appoint three commissioners to investigate the condition of the company, with the power to examine the officers of the company under oath, and compel them by any legal process to exhibit their books and give all information necessary to determine the true amount of the dividends of the company.

SEC. 3. *Be it further enacted*, That the said Little Rock and Fort Smith Branch Road Company, or such company as may organize under the general incorporation law of this State, in lieu of said Little Rock and Fort Smith Company, in accordance with the provisions of this act, shall transport over their railroad the troops and munitions of war of the United States free of cost, and the United States mails according to such rates as may be fixed by the laws of Congress.

SEC. 4. *And be it further enacted*, That before the said Little Rock and Fort Smith Branch Company shall claim or receive any of the benefits of this act, said company shall allow, and their charter is hereby so modified as to allow any lateral or other roads, now in process of construction or hereafter to be constructed, to form a junction with said Little Rock and Fort Smith branch railroad upon said other road, paying to said Little Rock and Fort Smith branch road their proportionate amount of the necessary expenses incurred in making such connection.

SEC. 5. *Be it further enacted*, That said lands are granted to the Fort Smith and Little Rock branch of the Cairo and Fulton Railroad Company upon the express condition that said company shall, within four years from the passage of this act, complete ten or grade twenty-five miles of said road at their option, and in case said company shall fail to comply with said condition, then said company shall forfeit their charter and all their corporate rights hereby conveyed, and shall surrender all their corporate rights and franchises : *Provided*, The legislature shall, by a joint resolution, require them so to do : *Provided*, The said company of the Fort Smith branch of the Cairo and Fulton railroad do, within six months from and after the passage of this act, pay over to the treasurer of the Arkansas and Pacific Railroad Company any amount that Captain R. L. Hunter's survey may have cost from the point where the survey of the Little Rock and Fort Smith Company intersects the survey of R. L. Hunter, chief engineer of the Arkansas and Pacific Company, to Little Rock, which amount shall be ascertained by the certified report of Captain R. L. Hunter, of the Arkansas and Pacific Railroad Company, under oath, with interest thereon from and after the first day of August, 1854, and in default of such payment this act shall be null and void and of no effect. That upon the payment of said amount the Arkansas Pacific Branch Company shall transfer to the Fort Smith branch the right of way and right of construction from Little Rock to the point of intersection made by Captain Barney.

SEC. 6. And that this act take effect and be in force from and after its passage.

Approved January 19, 1855.

AN ACT to amend "An act to aid in the construction of the Cairo and Fulton railroad," approved January 16, 1855.

Whereas the Congress of the United States, by virtue of an act granting the right of way and making a grant of land to the States of Arkansas and Missouri, to aid in the construction of a railroad from a point on the Mississippi, opposite the mouth of the Ohio river, via Little Rock, to the Texas boundary, near Fulton, in Arkansas, with branches to Fort Smith and the Mississippi river, approved February 9, 1853, did make to the State of Arkansas certain grants of land for purposes and on conditions in said act specified; and whereas the Cairo and Fulton Railroad Company, by authority of an act of the general assembly of the State of Arkansas, approved January 12, 1853, did proceed to survey the line or route of the railroad contemplated by such act, that is to say, from the south boundary of Missouri to the boundary line of Texas via Little Rock, which survey was completed on the 25th day of September, 1854, and duly reported to the president and directors of said company, and by them adopted and approved according to law, by their resolutions of the 9th day of October, 1854, whereby said line or route, so surveyed and reported, was definitely fixed and established in conformity to said survey; and whereas, further, the general assembly of the State of Arkansas did, by virtue of the provisions of an act entitled "An act to aid in the construction of the Cairo and Fulton railroad," approved January 16, 1855, adopt and confirm said line or route, as surveyed, established, and approved, in conformity to said acts of Congress and said general assembly theretofore enacted: Therefore, for the purpose of giving force and effect to the said recited acts, according to the true intent and meaning thereof,

SECTION 1. *Be it enacted by the general assembly of the State of Arkansas,* That all the lands granted or intended to be granted to the State of Arkansas, by virtue of the provisions of the act of Congress aforesaid, approved February 9, 1853, which lie along and adjacent to the route of the said Cairo and Fulton railroad, from the south boundary of Missouri to the boundary line of Texas, as surveyed, located, and established by said company, and approved and confirmed by the act of the general assembly of the State of Arkansas aforesaid, approved January 16, 1855, and reaffirmed and established by this act, including all such lands as have been or shall be selected under and by virtue of provisions contained in said act of Congress, in lieu of such lands as have been sold or may have been otherwise appropriated by the United States, with all the rights conferred by said act of Congress, be, and the same are hereby, granted, conveyed, and confirmed unto the said Cairo and Fulton Railroad Company, as organized under and by virtue of the provisions of the aforesaid act of January 12, 1853, subject to all the conditions, limitations, and restrictions contained in the act of Congress aforesaid, and in the act of Congress entitled "An act for the relief of settlers on lands reserved for railroad purposes," approved March 27, 1854: *Provided,* That all costs and charges incident to the selection, listing, control, and sale of said lands shall be paid by said company, and on no part thereof by said State of Arkansas: *Provided further,* That the lands granted or intended to be granted to the State of Arkansas, by virtue of the provisions of the act of Congress aforesaid, approved February 9, 1853, which lie along and adjacent to the route of the Little Rock and Fort Smith branch of said Cairo and Fulton railroad, be, and the same are hereby, granted to the Little Rock and Fort Smith Company, according to the provisions of this act, with the same restrictions and limitations and right created by this act, and no other, so far as the same are applicable to said Little Rock and Fort Smith railroad.

SEC. 2. Every person who, on the 9th day of February, 1853, occupied, by residence and cultivation thereon, any tract of land comprised in the grant made

by virtue of, and under the provisions of such act of Congress of February 9, 1853, may purchase from said Cairo and Fulton Railroad Company, at two dollars and fifty cents per acre, the legal subdivision of such land as shall include his residence and actual improvements, not to exceed one quarter section, by complying with the following conditions:

SEC. 3. Such claimant shall, within three months after said lands are selected and confirmed to said company, and a list or plat thereof filed in the recorder's office, in the county in which such lands may lie, file with the auditor of state his own affidavit, accompanied by the affidavits of two disinterested freeholders of his county, describing the land claimed by legal subdivisions, proving the fact of such occupancy, residence, and cultivation upon legal subdivision with a view to actual cultivation and settlement before the day above specified; said company may, by giving reasonable notice to such claimant, appear before the auditor and controvert the facts set forth in such affidavits, and the auditor may swear witnesses, hear proof, and, for cause shown, set aside any such claims: *Provided*, That no such claim shall be set aside for misdescription, or error in form only founded on mistake; but on affidavit, showing such mistake, reasonable time may be given for the filing of corrected proof.

SEC. 4. Said claimant shall, after three months, or as soon thereafter as said company shall be in a condition to make title, pay to said company the consideration for said land as hereinbefore provided, whereupon he shall be entitled to receive from said company a deed for the same, but in case of failure to file said proof or pay said consideration money, within the respective time specified, the right to make such purchase shall cease.

SEC. 5. There is hereby reserved to said company, and the deeds to be given said claimants under the provisions of this act shall contain a reservation of two hundred feet in width through all tracts of land so conveyed, if required, for the right of way for said road.

SEC. 6. Said Cairo and Fulton Railroad Company shall, within two years from the passage of this act, either grade twenty-five miles, or complete ten miles of said road, at the option of said company.

SEC. 7. This act shall be deemed a public act, and shall be favorably construed and declared for all purposes therein expressed in all courts and places whatsoever, and be in force whenever said company shall file with the governor of this State its bond, to be approved by the governor, conditioned for the faithful performance of all the trusts and requirements in this act expressed and contained.

SEC. 8. The act to which this is amendatory is hereby repealed, except so much thereof as adopts and confirms the survey of the line or route of said road, as made and reported by said company; also, except that the Fort Smith and Mississippi branches be entitled to their proportionate part of the land at said junction: *Provided, however*, That this act shall not be so construed as to impair or affect in any way the rights of the State of Arkansas, or of individuals, under the act of Congress of the 28th September, 1850, granting to the State the swamp and overflowed lands.

SEC. 9. *Be it further enacted*, That after said Cairo and Fulton railroad shall have been completed, and shall have declared a dividend of ten per cent. per annum upon the capital stock of said company, then, and in that event, said Cairo and Fulton Railroad Company shall pay into the State treasury two and one-half per centum upon their net proceeds annually.

Approved November 26, 1856.

AN ACT concerning the Cairo and Fulton railroad, and its two branches.

SEC. 1. *Be it enacted by the general assembly of the State of Arkansas*, That section six of an act to amend "An act to aid in the construction of the

Cairo and Fulton railroad," approved January 16, 1855, approved 26th November, 1856, be, and the same is hereby, repealed, and the Cairo and Fulton Railroad Company, and the companies of the Little Rock and Fort Smith branches of the Cairo and Fulton railroad, be, and they are hereby, released from that part and condition of their respective bonds to the State, by which they were required to comply with said section six of the said act of the 26th November, 1856, and the said bonds shall be and remain good and valid in all other respects, and all the objects intended to be attained by the execution of the said bonds by the presidents of the respective companies, shall be as fully and effectually accomplished from and after the passage of this act, as if the said section six had never constituted a part of the said act of the 26th of November, 1856, and as fully as if each of said companies had complied with the said section of the said act.

SEC. 2. *Be it further enacted*, That the Memphis and Little Rock Railroad Company having completed the first division of said road in accordance with the requirements of law, that company is hereby released from all restrictions and conditions in reference to the time of the completion thereof—except such as are imposed by the act of Congress.

SEC. 3. *Be it further enacted*, That every person who, on the first day of November, 1858, resided on or cultivated any improvement on any of the land comprised in the grant made by virtue of the act of Congress, approved February 9, 1853, may purchase from the said Cairo and Fulton Railroad Company, at two dollars and fifty cents per acre, one hundred and sixty acres, which may include the actual residence or the farm of such person, as he or she choose to elect, by complying with the conditions prescribed by an act passed by the last general assembly of this State, entitled "An act to amend an act to aid in the construction of the Cairo and Fulton railroad," approved January 16, 1855, which act was approved November 26, 1856: *And provided further*, That until such default mentioned in said act, the owners of such improvements shall be entitled to use and occupy the same free of rent or charges.

SEC. 4. *Be it further enacted*, That all laws and parts of laws contrary to this act be, and the same are hereby, repealed, and this act take effect and be in force from and after its passage.

Approved February 1, 1859.

AN ACT to provide for the assignment and transfer of claims and certificates of certain pre-emptors on reserved lands along railroad lines.

SECTION 1. *Be it enacted by the general assembly of the State of Arkansas*, That all pre-emptions, pre-emption rights and certificates, granted thereon and therefor, by virtue of sections two, three, four, and five of the act entitled "An act to amend an act to aid in the construction of the Cairo and Fulton railroad, approved January sixteen, eighteen hundred and fifty-five, which was approved on the twenty-sixth day of November, eighteen hundred and fifty-six, by virtue of section three of the act entitled 'An act concerning the Cairo and Fulton railroad and its two branches,' " approved February one, eighteen hundred and fifty-nine, be, and the same are hereby, made transferable and assignable, such assignment to be in writing and to be acknowledged or proven, as is now required by law for deeds of conveyance.

SEC. 2. *Be it further enacted*, That all transfers or assignments of pre-emption rights and certificates granted thereon referred to in the foregoing section, heretofore made in good faith, be, and the same are hereby, legalized, and shall be recognized as valid as if executed under the provisions of this act.

SEC. 3. *Be it further enacted*, That this act be in force from its passage.

Approved January 19, 1861.

AN ACT to permit the Memphis and Little Rock Railroad Company, and the Little Rock and Fort Smith Railroad Company, to consolidate said companies into one company, to be known and called the Central Pacific Railroad Company.

Be it enacted by the general assembly of the State of Arkansas, That it shall be lawful for the Memphis and Little Rock Railroad Company and the Little Rock and Fort Smith Railroad Company to unite and consolidate said companies into one company, on such terms as a majority of the board of directors of each of said companies may agree upon; and when so united shall be known by the name of the "Central Pacific Railroad Company," and have and enjoy all the rights, benefits, franchises, and immunities which both or either of said companies now possess by law, and none others: *Provided,* That nothing contained in this act shall be so construed as to release any person who has subscribed stock in either of said companies from the payment of such stock at such time and on such terms as they were bound to do by the charters of each of such companies.

Approved February 8, 1859.

AN ACT to invest the proceeds of the sales of all the swamp and overflowed lands that have been or may hereafter be made in the Clarksville swamp land district, as stock in the Little Rock and Fort Smith branch of the Cairo and Fulton Railroad Company, and in the Northwestern Border Railroad Company.

SECTION 1. *Be it enacted by the general assembly of the State of Arkansas,* That the proceeds of the sales heretofore made, and hereafter to be made, of all the swamp and overflowed lands in the Clarksville swamp land district, as established before an act of the general assembly of the State of Arkansas, abolishing the Fayetteville swamp land district, approved twenty-first December, eighteen hundred and fifty-eight, which were granted to the State of Arkansas by act of Congress approved twenty-eighth September, eighteen hundred and fifty, be, and the same are hereby, granted to and invested as stock in the Little Rock and Fort Smith branch of the Cairo and Fulton Railroad Company.

SEC. 2. *Be it further enacted,* That the proceeds of the sales heretofore made, and hereafter to be made, of all the swamp and overflowed lands in the Fayetteville swamp land district, as established before an act of the general assembly of the State of Arkansas, abolishing the Fayetteville swamp land district, approved twenty-first December, eighteen hundred and fifty-eight, which were granted to the State of Arkansas by act of Congress, approved twenty-eighth September, eighteen hundred and fifty, be, and the same are hereby, granted to and invested as stock in the Northwestern Border Railroad Company.

SEC. 3. *Be it further enacted,* That it shall be the duty of the auditor of public accounts to ascertain the amount of money that the companies mentioned in the first and second sections of this act shall be respectively entitled to, after deducting for ditch and levee work, now contracted to be done in either or both of said districts, and which is not paid for at the time this act takes effect, and he shall certify to the governor the amount each of the said companies will be entitled to, according to the provisions of this act.

SEC. 4. *Be it further enacted,* That it shall be the duty of the governor, whenever he receives the information from the auditor, mentioned in the third section of this act, to communicate the same to the presidents of said railroad companies; and he is hereby authorized and required to subscribe for stock in said companies, of equal amount to which they are respectively entitled, as ascertained and certified to by the auditor, and whenever thereafter the presidents or other duly authorized agents of said companies shall tender to the governor a certificate of stock in the said companies which they respectively represent, of equal amount to which they are respectively entitled, as ascertained and certified to by the auditor, the governor shall order the auditor to draw a warrant on the treasurer, payable to the presidents or other duly authorized agents of said companies respectively, for the amount so ascertained to belong to them.

SEC. 5. *Be it further enacted*, That at the expiration of six months after the first investment as hereinbefore provided for, it shall be the duty of the auditor to ascertain the amount of money which has accumulated on account of sales of lands in the before-mentioned districts, and certify the same, in the same manner as hereinbefore directed, to the governor, whose duty it shall be, upon a tender of a certificate of stock in said companies, equal to the amount ascertained and certified to by the auditor to have accumulated for said districts respectively, agreeably to the provisions of this act, to order the auditor to draw a warrant on the treasurer, payable to the presidents or other duly authorized agents of said companies for the amount they are respectively entitled to, as ascertained and certified to by the auditor.

SEC. 6. *Be it further enacted*, That in like manner as provided in section five, it shall be the duty of the auditor, at the end of every six months from the time he last certified the amount each of the said companies were entitled to under the provisions of this act, to ascertain and certify to the governor the amount which has accumulated within the said six months following the date of the last certificate; and the governor shall, upon the tender of certificates of stock in the said companies, equal to the amounts so ascertained and certified to by the auditor, as aforesaid, order the auditor to draw warrants on the treasurer, payable to the president, or other duly authorized agents of said companies, for the amounts so ascertained and certified to by the auditor, until all the lands in said districts have been sold, and the proceeds invested as hereinbefore provided.

SEC. 7. *Be it further enacted*, That the dividends and moneys in any way arising from said stocks shall be paid into the State treasury, and be applied and appropriated in the same manner that the moneys arising from the sale of such lands are now by law applied and appropriated.

SEC. 8. *Be it further enacted*, That all laws and parts of laws heretofore enacted, which are inconsistent with any of the provisions of this act, are hereby repealed.

SEC. 9. *Be it further enacted*, That this act shall take effect and be in force from and after its passage.

Approved January 15, 1861.

AN ACT prescribing the mode of procedure in obtaining the right of way for railroads in the State.

SECTION 1. *Be it enacted by the general assembly of the State of Arkansas*, That if any person owning lands, over or upon which any railroad in this State shall be surveyed and located, by a company duly incorporated to build a railroad, who shall not have by agreement relinquished the right of way, including necessary turnouts, or side tracks, depots, workshops, and water stations, for the use of such railroad, or if such owner be *feme covert*, infants, or persons of unsound mind, or non-residents of the State, the case shall be specially stated in writing, accompanied by a plat, descriptive of the land required for said road, to the judge of the circuit court of the county in which such lands are situated, or the greater part thereof, either in term time or in vacation, and said judge shall appoint five impartial and disinterested freeholders, citizens of the county, who shall not be stockholders in such company, nor related to the owner of the land, to view said land, who shall take into consideration the value of the land, the advantages and disadvantages of the road to the owner thereof, and shall, by a majority, report, under oath, what damage will be done to said land, or any improvement thereon, stating the amount of damages assessed, if any, and shall return the petition and the plat of the land condemned. Written notice of such application to a judge shall be given to the owner of said land, and delivered to him in person, or left at his residence, at least ten days before making

the same, if such owner reside in the county, or if he be a minor, to his guardian, or if of unsound mind, to his guardian, or committee. If the owner reside out of the county, or is a non-resident of the State, he may be served with actual notice, or by an advertisement for four weeks, in some public newspaper, nearest the place where such difficulty exists; and every notice so given shall be deemed sufficient to authorize the condemnation and appropriation of said land, and assessment of damages as aforesaid, and bind the owner of the land.

SEC. 2. *Be it further enacted*, That the persons appointed to view and value such land shall file their report, with the plat of the land, in the office of the clerk of the circuit court of the county in which the land, or the greater part thereof, is situated, and if no valid objection be made to said report, the court shall enter judgment at the succeeding term of said court, in favor of such owner, and against the company, of the amount of damages assessed, if any, and shall make an order vesting in said company the fee simple title to the lands as described in the report and upon the plat thereof. Objections to the report must be filed on or before the first day of the succeeding term of said court, and shall be disposed of at said term, unless for good cause shown. In all such cases the court shall adjudge the costs of the proceedings according to equity, and shall have power to make such orders and take such other steps as will promote the ends of justice between the owners of the land and the company: *Provided*, That during the pendency of any proceedings to assess the value of the land, the construction of the work on such road or branches shall not be hindered or delayed, and the company may enter upon and use the land described in the petition, for the uses and purposes therein set forth, upon the company giving bond and security, to be approved by the clerk of the said court, that they will pay to the party owning said land, all costs and damages, if any such may be adjudged against them, within thirty days after the rendition of the judgment in such case. No injunction or supersedeas shall be awarded by any judge or court to delay the progress of said work.

SEC. 3. *Be it further enacted*, That when it shall be necessary for any such company to have, use, or occupy any lands, waters, materials, or other property, in order to the construction or repair of any part of a railroad, or any of its branches, or their works or necessary buildings, or right of way for passing over adjacent lands sufficient to enable such company to construct and repair its road, and a right to conduct water by aqueduct, and the right to make proper drains, the president and directors of such company, or their agent, or those contracting with them, for making, working, or repairing the same, may immediately take and use the same, they having first caused the property wanted to be viewed by viewers formed in the manner hereinbefore prescribed, and it shall not be necessary, after such view and valuation, to wait the issue of the proceedings upon such view, and the action of the court thereon. After the payment or tender of such valuation, it shall be a bar to all actions for taking and using such property, whether begun before or after such confirmation, or the payment or tender of such valuation.

SEC. 4. *Be it further enacted*, In the absence of any contract with a railroad company, in relation to the right of way through or over which such road may pass, signed by the owner thereof, or his agent, or any claimant or person in possession thereof, which may be confirmed by the owner, it shall be presumed that the land upon which the road may be constructed, together with a space of one hundred feet on each side of the length of the line of such road or branches, has been granted to such company by the owner thereof, and the company shall have good right and title thereto, and shall have, hold, and enjoy the same as long as the same shall be used only for the purpose of such road, and no longer, unless the person owning said land, at the time that part of the road which may be on said land was finished, or those claiming under him, her, or them, shall apply for an assessment for the value of said lands, as hereinbefore directed,

within two years next after that part of said road was finished, and in case the said owner or owners, or those claiming under him, her, or them, shall, within two years after said part was finished, apply for such assessment, he, she, or they shall be forever barred from recovering the said land, or having any assessment or compensation therefor: *Provided*, That nothing herein contained shall affect the rights of *femes covert*s or infants until two years after the removal of their respective disabilities. Nothing in this act contained shall authorize any such corporation to make a location of their road within any city, or incorporated town, without the consent of the common council, or other corporate authorities of such city or town; such consent, however, shall not be withdrawn during the existence of such company.

SEC. 5. *Be it further enacted*, It shall be lawful for the county court of any county to subscribe to the capital stock of any valid and duly organized railroad company, incorporated under any act of this State, having or controlling internal improvement funds or credits granted to it by the State, by any existing law, or any law that may be hereafter enacted; and to appoint an agent to represent its interests, give its vote, and receive its dividends, and may take proper steps to guard and protect the interests of such county in relation thereto.

SEC. 6. *Be it further enacted*, That upon the making of any such subscription, such county shall thereupon become, like other subscribers to such stock, entitled to the privileges granted, and subject to the liabilities imposed by the charter upon other stockholders of the company in which such subscription shall be made, and any county court which has heretofore subscribed to the capital stock of any railroad company in this State shall be entitled to the privileges and subject to the liabilities of other stockholders in such company.

SEC. 7. *Be it further enacted*, That whenever any railroad company heretofore or hereafter incorporated by this State shall, in the opinion of the directors thereof, require an increased amount of capital stock, they shall, if authorized by the holders of a majority of the stock, be, and they are hereby, authorized to increase their capital stock to any amount not exceeding the estimated cost of their road; and shall have power to borrow money on the credit of the corporation, not exceeding its authorized capital stock, at a rate of interest not exceeding seven per centum per annum, and may execute its bonds therefor, in sums of five hundred dollars or one thousand dollars, and to secure the payment thereof may pledge the property, both real and personal, and income of such company, and to secure the payment thereof may execute a deed of mortgage, or other instrument of writing, and such company are hereby authorized to sell, negotiate, pledge, or mortgage such bonds for the benefit of such company, and at such terms and in such places, either within or without this State, and at such rates and for such prices, as in the opinion of said directors will best advance the interests of such company; and if such bonds are thus sold *bona fide* at a discount, such sale shall be as valid, in every respect, and such securities as binding, for the respective amounts thereof, as if they were sold at their par value.

Approved January 22, 1855.

AN ACT to revive and extend the provisions of "An act granting the right of way and making a grant of land to the States of Arkansas and Missouri, to aid in the construction of a railroad from a point upon the Mississippi opposite the mouth of the Ohio river, via Little Rock, to the Texas boundary, near Fulton, in Arkansas, with branches to Fort Smith and the Mississippi river," approved February 9, 1853, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the "Act granting the right of way and making a grant of land to the States of Arkansas and Missouri, to aid in the construction of a railroad from a point upon the Mississippi opposite the mouth

of the Ohio river, via Little Rock, to the Texas boundary, near Fulton, in Arkansas, with branches to Fort Smith and the Mississippi river," approved February 9, 1853, with all the provisions therein made, be, and the same are hereby, revived and extended for the term of ten years from the passage of this act; and all the lands therein granted, which reverted to the United States under the provisions of said act, be, and the same are hereby, restored to the same custody, control and condition, and made subject to the uses and trusts in all respects, as they were before and at the time such reversion took effect: *Provided*, That all mineral lands within the limits of this grant and the grant made in section two of this act are hereby reserved to the United States: *And provided further*, That all property and troops of the United States shall at all times be transported over said railroad and branches at the cost, charge and expense of the company or corporation owning or operating said road and branches, respectively, when so required by the government of the United States.

SEC. 2. *And be it further enacted*, That there is hereby granted, added to, and made part of the donation of lands hereby renewed and made subject to the same uses and trusts, and under the same custody, control, and conditions, and to be held and disposed of in the same manner as if included in the original grant, all the alternate sections, and parts of sections, designated by odd numbers, lying along the outer line of lands heretofore granted, and within five miles on each side thereof, excepting lands reserved or otherwise appropriated by law, or to which the right of pre-emption or homestead settlement has attached: *Provided*, That the additional quantity of lands hereby granted, when added to the lands specified in section one hereof, shall not exceed in the aggregate quantity of lands by this act granted, sufficient to amount to ten sections for each mile of railroad: *And provided further*, That the lands embraced in this grant, and the grant revived by section one of this act, shall be disposed of only as follows: whenever proof shall be furnished, satisfactorily to the Secretary of the Interior, that any section of ten consecutive miles of said road and branches is completed in a good, substantial, and workmanlike manner as a first-class railroad, the said Secretary of the Interior shall issue patents for all the lands granted as aforesaid, not exceeding ten sections per mile, situate opposite to and within the limits of twenty miles of the section of said road and branches thus completed; and when like proof shall be furnished that another section of ten miles of said road, in said State, or on the said branches respectively connecting with the preceding section, is completed as aforesaid, the Secretary of the Interior shall issue patents in like manner as in case of the first completed sections, and so on from time to time until the whole is completed as herein provided, when the Secretary of the Interior shall issue patents for all the remaining lands herein granted, not exceeding the aggregate amount provided for and located as required by sections one and two of this act: *And provided further*, That if one section of twenty miles of each of said railroads and branches shall not be fully constructed and completed as a first-class railroad within three years from the time this act becomes a law, and at least one section of twenty miles on each of said roads and branches in each year thereafter, and the whole of said roads and branches within ten years from the time this act shall take effect, then and in either of said cases all the lands granted or the grant of which is revived or extended by this act, and which at the time shall be unpatented to or for the benefit of the road or company making or suffering such failure, shall revert to the United States.

SEC. 3. *And be it further enacted*, That all the lands mentioned in this act, and hereby granted, are hereby reserved from entry, pre-emption, or appropriation to any other purpose than herein contemplated for the said term of ten years from the passage of this act: *Provided*, That all lands heretofore given to the State of Missouri for the construction of the Cairo and Fulton railroad, or for the use of said road lying in the State of Missouri, and all lands pro-

posed to be granted by this act for the use or in aid of the road herein named, and lying in said State of Missouri, shall be granted and patented to said State whenever the road shall be completed through said State, which lands may be held by said State, and used toward paying the State the amount of bonds heretofore issued by it to said company, and all interest accrued to, or to accrue thereon: *Provided further*, That the provisions of this act, so far as the same relate to the Memphis and Little Rock, and the Little Rock and Fort Smith branches of said road, shall not take effect until the Secretary of the Interior shall make and file a certificate in his office and the office of the Secretary of State of Arkansas, stating that the companies or corporations claiming the benefit of this act in behalf of said branches have reorganized their boards of directors in a lawful manner, and, after such reorganization, that they have respectively rescinded all acts, resolutions, or other proceedings, transferring the lands, rights, or privileges of such corporations or companies to any convention, State, or authority recognizing or acting in concert with or under the authority of the late so-called Confederate States of America.

Approved July 28, 1866.

HEADQUARTERS SUB-DISTRICT OF ARKANSAS,

OFFICE CHIEF QUARTERMASTER,

Little Rock, Arkansas, November 12, 1867.

SIR: As I have been requested by the Secretary of War to report what disposition has been made by Arkansas of lands granted by the United States in 1853 to aid the construction of railroads, I respectfully request that you will, at your earliest convenience, furnish me with the following information:

1. If any of said lands have been transferred to your company; if so, what quantity, and date of transfer.

2. What quantity of such lands, if any, has been sold or otherwise disposed of by your [company; the nature of such [disposition, the date, to whom, with places of residence, and the quantity to each individual, company, or corporation.

Very respectfully, your obedient servant,

L. CASS FORSYTH,

Bvt. Major and Asst. Quartermaster U. S. A.

Hon. G. C. WATKINS,

Secretary Cairo and Fulton Railroad.

LITTLE ROCK, ARKANSAS, *November 16, 1867.*

MAJOR: For answer to the within communication, I have the honor to state that, as one of the directors of the Cairo and Fulton Railroad Company, in Arkansas, it is in my power to furnish substantially all the information desired.

1. All the lands originally granted by act of Congress to the State of Arkansas to aid in the construction of this road were, by act of the general assembly of the State, entitled "An act to aid in the construction of the Cairo and Fulton railroad," approved January 16, 1855, granted and transferred by the State to the Cairo and Fulton Railroad Company. In round numbers, the quantity of land set apart by the Commissioner of the General Land Office to the company under that act of Congress is one million one hundred thousand acres.

By the act of Congress, approved July 28, 1866, to revive and extend the provisions of the original act of February 9, 1853, the former act with all its provisions was revived and extended for ten years, and all reverted lands re-

stored to the same custody, control, and condition, and subject to the same uses and trusts as they were before or when such reversion took place. The original grant was also enlarged to five miles in extent along each side of the outer line of the former grant, for the same purposes and uses, and with like effect as if included in the original grant. The terms of this latter act of Congress were such as to render any additional legislation by the general assembly of Arkansas unnecessary.

Under both acts of Congress the entire grant is, in round numbers, one million four hundred thousand acres. Under the State acts of incorporation, the Cairo and Fulton Railroad Company, and its lands, are separate and distinct from the Little Rock and Mississippi River [*i. e.*, Memphis] branch, and the Little Rock and Fort Smith branch, and their lands, respectively. And, except for some purposes of co-operation, as agreed on, the Cairo and Fulton Railroad Company, in Arkansas, has no connection with the company in Missouri.

2. In its organization, for surveys and expenses of having the land grant perfected, lands examined, &c., the Cairo and Fulton Railroad Company, in Arkansas, incurred some debts, and its remaining outstanding liabilities may be estimated at between fifty and seventy-five thousand dollars. A part of the debts of the company were paid by the sale of its lands in small quantities at a uniform price of two dollars and a half per acre, mostly to actual settlers, (in accordance with the expressed wish of the Arkansas general assembly,) and which sales in the aggregate amount to about fifteen thousand acres, and, according to the best information I have, do not exceed twenty thousand acres. With that exception, the grant of lands to the company remains entire and intact.

I have the honor to be, very respectfully,

GEORGE C. WATKINS.

Major L. CASS FORSYTH,

A. Q. M. U. S. A., *Little Rock, Arkansas.*

LITTLE ROCK, ARKANSAS, *November 18, 1867.*

Respectfully returned to G. C. Watkins, esq., whose attention is called to the concluding paragraph of my letter. In case lands which have been transferred to your company have been sold or otherwise disposed of, the following information is required, *i. e.*: *The nature of such sale or transfer, the date, to whom, with place of residence, and the quantity to each individual company or corporation.*

L. CASS FORSYTH,

Bvt. Maj. and A. Q. M. U. S. A.

LITTLE ROCK, ARKANSAS,

November 21, 1867.

MAJOR: The paper herewith returned, marked A, contains all the additional information called for by your indorsement of the 18th instant, which it is in my power to furnish.

Very respectfully,

GEORGE C. WATKINS.

L. CASS FORSYTH,

Major and A. Q. M. U. S. A., Little Rock, Arkansas.

Paper marked A, referred to in preceding indorsement.

Memoranda of sales of land of the Cairo and Fulton Railroad Company, for the purpose of paying its debts, made by William E. Ashley, William B. Wait,

and William E. Woodruff, trustees, and all of which sales were made at a uniform rate of two dollars and fifty cents per acre.

The last deed executed by the former trustees, Messrs. Wilson, Moore, and Brayman, being numbered 44, the first in the following series of sales is numbered 45.

1861.

SEPTEMBER 14.

45. Thomas Whitmore, Pulaski county, Arkansas, west half northeast quarter, section 23, township 3 north, range 14 west, 80 acres.

SEPTEMBER 14.

46. John F. Thomas, White county, Arkansas, north half northeast quarter, section 6, township 5 north, range 8 west, 55.82 acres; west half northwest quarter, section 6, township 5 north, range 8 west, 58.82 acres.

SEPTEMBER 18.

47. Mintau W. M. Gill, Hempstead county, Arkansas, northeast quarter northwest quarter, section 23, township 10 south, range 24 west, 40 acres.

SEPTEMBER 20.

48. James C. Marvin, Randolph county, Arkansas, west half southwest quarter, (west of Eleven Point river,) section 21, township 18 north, range 1 west, 76.68 acres.

SEPTEMBER 23.

49. James A. Neville, White county, Arkansas, south half southwest quarter, section 36, township 7 north, range 7 west, 77.67 acres.

SEPTEMBER 23.

50. John C. Neville, White county, Arkansas, east half southwest quarter, section 21, township 7 north, range 8 west, 80 acres.

SEPTEMBER 23.

51. Mrs. B. J. Carlile, White county, Arkansas, northeast quarter northeast quarter, section 4, township 7 north, range 7 west, 42.29 acres.

OCTOBER 1.

52. William B. Wilkes, Prairie county, Arkansas, south half southwest quarter, section 6, township 6 north, range 6 west, 80 acres.

OCTOBER 1.

53. Thomas F. Britt, Prairie county, Arkansas, north half northeast quarter, section 6, township 6 north, range 7 west, 75.74 acres.

OCTOBER 4.

54. J. C. A. Skillern and Samuel H. Mulherin, Prairie county, Arkansas, south half northwest quarter, and north half southwest quarter, section 30, township 5 north, range 9 west, 182.71 acres.

OCTOBER 4.

55. Weldon E. Wright, Pulaski county, Arkansas, southwest quarter northeast quarter, section 29, township 1 south, range 11 west, 40 acres.

OCTOBER 5.

56. Daniel C. Montgomery, Randolph county, Arkansas, east half northwest quarter, and southwest quarter northwest quarter, section 5, township 20 north, range 4 east, 126.15 acres.

OCTOBER 5.

57. Hiram Shepard, Randolph county, Arkansas, west half southwest quarter, section 5, township 20 north, range 4 east, 80 acres.

OCTOBER 7.

58. Alexander Butler, Dallas county Arkansas, northwest quarter northeast quarter, section 9, township 7 south, range 16 west, 40 acres.

OCTOBER 7.

59. George W. Hughes, Dallas county, Arkansas, northeast quarter northeast quarter, section 34, township 2 south, range 15 west, 40 acres.

OCTOBER 7.

60. James M. Hale, Prairie county, Arkansas, north half southeast quarter, and northeast quarter southwest quarter, section 12, township 7 north, range 7 west, 120 acres.

OCTOBER 9.

61. Samuel McLane, Randolph county, Arkansas, west half southeast quarter, section 1, township 19 north, range 1 east, 80 acres ; south half southeast quarter, section 9, township 18 north, range 1 east, 80 acres ; west half southwest quarter, section 9, township 18 north, range 1 east, both sides Black river, 56.70 acres ; northeast and southeast fractional quarters, section 17, township 18 north, range 1 east, both east Black river, 89.55 acres.

OCTOBER 9.

62. William Latham, Randolph county, Arkansas, northwest quarter northwest quarter, section 23, township 19 north, range 2 east, 40 acres.

OCTOBER 9.

63. Tilford G. Hockersmith, Saline county, Arkansas, northwest quarter southeast quarter, section 4, township 2 south, range 15 west, 40 acres.

OCTOBER 12.

64. James Miller, Randolph county, Arkansas, southeast quarter northeast quarter, section 3, southeast quarter northeast quarter, section 5, and northeast quarter southeast quarter, section 5, township 20 north, range 4 east, 120 acres.

OCTOBER 14.

65. James T. McDaniel, Jackson county, Arkansas, west half northeast quarter, section 24, township 8 north, range 7 west, 80 acres.

OCTOBER 15.

66. A. B. Gandy, Prairie county, Arkansas, northeast quarter, section 4, township 4 north, range 8 west, 166.74 acres.

OCTOBER 17.

67. I. M. Moore, White county, Arkansas, east half southwest quarter, right bank White river, section 28, township 9 north, range 4 west, 53.97 acres.

OCTOBER 17.

68. Mrs. B. J. Carlile, White county, Arkansas, south half southwest quarter, section 14, township 9 north, range 4 west, 80 acres.

OCTOBER 17.

69. Israel M. Moore, White county, Arkansas, west half southeast fractional quarter, and southwest fractional quarter, both on left bank of White river, section 26, township 9 north, range 4 west, 64.72 acres.

OCTOBER 18.

70. William G. Fleming, Prairie county, Arkansas, southeast quarter southwest quarter, section 8, township 6 north, range 6 west, 40 acres.

OCTOBER 18.

71. Elizabeth Travis, Randolph county, Arkansas, south half northwest quarter, and north half southwest quarter, section 15, township 20 north, range 3 east, 160 acres.

OCTOBER 18.

72. Albert E. Ross, Hot Spring county, Arkansas, northwest quarter northwest quarter, section 22, township 4 south, range 17 west, 40 acres.

OCTOBER 19.

73. James M. Robinson, Hempstead county, Arkansas, west half northwest quarter, section 5, township 12 south, range 27 west, 84.02 acres.

OCTOBER 19.

74. James Nance, Hempstead county, Arkansas, southwest quarter southeast quarter, section 30, township 11 south, range 25 west, 40 acres.

OCTOBER 21.

75. James C. Brown, Hempstead county, Arkansas, south half northwest, section 23, township 10 south, range 24 west, 80 acres.

OCTOBER 21.

76. Washington R. Hunter, Randolph county, Arkansas, southeast quarter southwest quarter, section 9, township 18 north, range 1 east, 40 acres.

OCTOBER 21.

77. Nancy Stewart, Randolph county, Arkansas, southwest quarter southeast quarter, and southeast quarter southwest quarter, section 29, township 19 north, range 1 east, 80 acres.

OCTOBER 21.

78. William Young, Randolph county, Arkansas, east half southwest quarter, and southwest quarter of southwest quarter, section 28, township 21 north, range 5 east, 120 acres.

OCTOBER 21.

79. Daniel W. Young, Randolph county, Arkansas, northwest quarter southeast quarter, section 28, township 21 north, range 5 east, 40 acres.

OCTOBER 25.

80. Robert Galloway, Independence county, Arkansas, west half lot 5, or lot 10, northeast quarter, section 3, and east half lots 2, 1, and 3, northwest quarter, section 3, all in township 12 north, range 4 west, 186.79 acres.

OCTOBER 25.

81. Alfred Lanier, Hempstead county, Arkansas, west half northwest quarter, southeast quarter northwest quarter, northwest quarter southwest quarter, and south half northeast quarter, section 9, township 12 south, range 27 west, 240 acres.

OCTOBER 30.

82. Robert A. Johnson, White county, Arkansas, fractional section 28, (left bank White river,) township 9 north, range 4 west, 46.08 acres.

OCTOBER 31.

83. James M. Killough, White county, Arkansas, northwest quarter northwest quarter, section 23, township 7 north, range 8 west, 40 acres.

OCTOBER 31.

84. John W. Jones, Hempstead county, Arkansas, east half northwest quarter, and east half southwest quarter, section 19, township 10 south, range 26 west, and northwest quarter northeast quarter, section 25, township 10 south, range 27 west, 194.65 acres.

OCTOBER 31.

85. Edward Floyd, Hot Spring county, Arkansas, southeast quarter northeast quarter, section 24, township 4 south, range 18 west, 40 acres.

OCTOBER 31.

86. James Ware, Hempstead county, Arkansas, southwest fractional quarter, section 30, township 11 south, range 25 west, 136.89 acres.

NOVEMBER 2.

87. James Nance, Hempstead county, Arkansas, southeast quarter, section 13, township 11 south, range 26 west, and west half northeast quarter, and southeast quarter northeast quarter, section 29, township 10 south, range 26 west, 280 acres.

NOVEMBER 4.

88. Robert M. Stewart, White county, Arkansas, south half southwest quarter, section 30, township 6 north, range 6 west, 78.85 acres.

NOVEMBER 5.

89. Haydon S. Edwards, White county, Arkansas, north half northeast quarter, section 8, township 8 north, range 5 west, 80 acres.

NOVEMBER 5.

90. Benoni J. Edwards, White county, Arkansas, east half southeast quarter, section 4, township 8 north, range 5 west, 80 acres.

NOVEMBER 6.

91. William A. B. Jones, White county, Arkansas, northwest quarter southwest quarter, section 12, township 7 north, range 7 west, 40 acres.

NOVEMBER 7.

92. Will Hicks, White county, Arkansas, north half northeast quarter, (west of White river,) section 35, township 8 north, range 4 west, 68.99 acres.

NOVEMBER 7.

93. William Yarnell, White county, Arkansas, east half southeast quarter, section 22, (both sides river,) township 8 north, range 7 west, 66.80 acres.

NOVEMBER 7.

94. Joel W. Smith, White county, Arkansas, northeast quarter southwest quarter, section 29, township 8 north, range 8 west, 40 acres.

NOVEMBER 7.

95. John B. McDaniel, Clark county, Arkansas, southeast quarter southwest quarter, section 36, township 7 south, range 20 north, 40 acres.

NOVEMBER 8.

96. Henry C. Pulliam, Jackson county, Arkansas, northwest quarter southeast quarter, section 29, township 10 north, range 2 west, 40 acres.

NOVEMBER 11.

97. Thomas Cox and W. Preston Byers, Independence county, Arkansas, northwest fractional quarter northeast fractional quarter, and southeast fractional quarter of fractional section 18, (on left bank White river,) township 10 north, range 3 west, north fractional half southwest fractional quarter, section 24, township 10 north, range 4 west, 226.78 acres.

NOVEMBER 12.

98. Alfred Lanier, Hempstead county, Arkansas, southeast quarter southwest quarter, section 9, township 12 south, range 27 west, 40 acres.

NOVEMBER 12.

99. David Stewart & Company, Clark county, Arkansas, northwest quarter southwest quarter, section 27, southeast quarter northeast quarter, section 33, and northeast quarter southeast quarter, section 31, all in township 7 south, range 21 west, 120 acres.

NOVEMBER 12.

100. William W. Andrews, Hempstead county, Arkansas, north half southeast quarter, section 34, (south of Red river,) township 13 south, range 27 west, 79.30 acres.

NOVEMBER 14.

101. Thomas N. Moore, White county, Arkansas, northwest quarter southeast quarter and southeast quarter southwest quarter, section 8, township 8 north, range 6 west, 80 acres.

NOVEMBER 14.

102. Arthur Stephenson, White county, Arkansas, west fractional half northwest fractional quarter, section 4, township 8 north, range 6 west, 69.56 acres.

NOVEMBER 21.

103. James M. Robinson, Hempstead county, Arkansas, west half northeast quarter and northeast quarter northwest quarter, section 17, township 12 south, range 27 west, 120 acres.

NOVEMBER 21.

104. Alfred Lanier, Hempstead county, Arkansas, northeast quarter northwest quarter and northwest quarter northeast quarter, section 9, township 12 south, range 27 west, 80 acres.

NOVEMBER 30.

105. Green and Matthew V. Cheatham, Hempstead county, Arkansas, east half northwest quarter, section 11, township 12 south, range 27 west, 80 acres.

NOVEMBER 30.

106. James Nance, Hempstead county, Arkansas, southeast quarter northeast quarter, section 30, township 11 south, range 25 west, 40 acres.

NOVEMBER 30.

107. Henry C. Dye, Independence county, Arkansas, southwest quarter northeast quarter, section 11, township 12 north, range 5 west, 40 acres; east half northwest quarter and northwest quarter northwest quarter, section 33, township 14 north, range 3 west, 120 acres.

DECEMBER 2.

108. B. F. Payne, Randolph county, Arkansas, south half northwest quarter, section 17, township 19 north, range 1 east, 80 acres.

DECEMBER 9.

109. Samuel T. Spragins, Hempstead county, Arkansas, southwest quarter northwest quarter, section 11, township 10 south, range 24 west, 40 acres.

DECEMBER 9.

110. Andrew P. Foster, Hempstead county, Arkansas, northeast quarter, section 24, township 11 south, range 25 west, 160 acres.

DECEMBER 9.

111. Peter Gilpin, Hempstead county, Arkansas, west half southeast quarter, section 26, township 10 south, range 23 west, 80 acres.

DECEMBER 13.

112. Wm. P. Kirby, Hot Spring county, Arkansas, southeast quarter southwest quarter, section 2, township 5 south, range 18 west, 40 acres.

DECEMBER 14.

113. Wm. W. Andrews, Hempstead county, Arkansas, fraction northeast quarter, section 8; east half northwest quarter, section 8; south half northwest quarter, section 18; west half southeast quarter, section 18; southwest quarter, section 18; southeast quarter northeast quarter, section 20; northeast quarter southeast quarter, section 20; southeast quarter southeast quarter, section 28; southeast quarter northeast quarter, section 33; northeast quarter southeast quarter, section 33; southwest fractional quarter, section 25; south half northwest fractional quarter, section 25—all in township 14 south, range 26 west, 804.08 acres.

DECEMBER 14.

114. Wm. W. Andrews, Hempstead county, Arkansas, southwest quarter northwest quarter, section 30; northwest quarter southwest quarter, section 30; southeast quarter northwest quarter, section 35; fractional section 14, south of Red river, and northwest fractional quarter, section 23, right bank Red river—all in township 14 south, range 26 west, 123.49 acres.

DECEMBER 16.

115. Ephraim Merick, Hempstead county, Arkansas, north half northeast quarter, section 15, township 11 south, range 25 west, 80 acres.

DECEMBER 16.

116. Wm. W. Andrews, Hempstead county, Arkansas, southeast quarter northeast quarter and northeast quarter southeast quarter, section 34, township 13 south, range 26 west; east half northwest quarter, section 12, township 14 south, range 26 west; southwest quarter northwest quarter, section 17, township 11 south, range 25 west; northeast quarter, section 8, township 12 south, range 23 west, 360 acres.

DECEMBER 17.

117. Alphonso S. Mitchell, Hot Spring county, Arkansas, northeast quarter southwest quarter, section 28, township 3 south, range 15 west, 40 acres.

DECEMBER 17.

118. Wm. K. Gill, Hot Spring county, Arkansas, northwest quarter northeast quarter, section 22, township 4 south, range 17 west, 40 acres.

DECEMBER 23.

119. Michael Bozeman, Clark county, Arkansas, southeast quarter northeast quarter, section 27, township 7 south, range 20 west, 40 acres.

DECEMBER 26.

120. Wm. G. Hayless, Hempstead county, Arkansas, south half northeast quarter, and northeast quarter southeast quarter, and west half southeast quarter, section 24, township 11 south, range 24 west, 200 acres.

DECEMBER 26.

121. Wm. B. S. Gilmer, Hempstead county, Arkansas, southeast quarter southeast quarter, northwest quarter southeast quarter, and northeast quarter southwest quarter, section 26, township 11 south, range 24 west, 120 acres.

DECEMBER 26.

122. H. W. Smith, Hempstead county, Arkansas, northeast quarter southwest quarter, section 2, township 12 south, range 25 west, 40 acres.

DECEMBER 26.

123. Philip T. Graves, Clark county, Arkansas, northwest quarter northwest quarter, section 30, township 9 south, range 21 west, 46.15 acres.

DECEMBER 26.

124. Jonathan Black, Clark county, Arkansas, southwest quarter northeast quarter, section 28, township 11 south, range 23 west, 40 acres.

1862.

JANUARY 2.

125. Henry C. Pulliam, Jackson county, Arkansas, southwest quarter and southwest quarter northwest quarter, section 29, township 10 north, range 2 west, 200 acres.

JANUARY 9.

126. Joseph Schaad, Sevier county, Arkansas, northeast quarter northeast quarter, section 13, township 11 south, range 28 west, 40 acres.

JANUARY 9.

127. Giles S. McKnight, Hempstead county, Arkansas, northeast quarter northwest quarter, section 24, township 12 south, range 25 west, 40 acres.

JANUARY 9.

128. James M. Phaffer, Hempstead county, Arkansas, south half northeast quarter, section 13, township 11 south, range 28 west, 80 acres.

JANUARY 9.

129. Wm. Moss, Hempstead county, Arkansas, east fractional half northeast quarter, section 3, township 12 south, range 26 west, 81.54 acres.

JANUARY 9.

130. Jos. W. Paup and John L. Bouldin, Lafayette county, Arkansas, south fractional half section 18, (east of lake,) township 14 south, range 27 west, 276.61 acres.

JANUARY 9.

131. James A. Williamson, Hempstead county, Arkansas, southwest quarter northwest quarter, section 5, township 11 south, range 25 west, 40 acres.

JANUARY 9.

132. Jas. M. Shaffer, Hempstead county, Arkansas, northwest quarter, section 13, township 11 south, range 28 west, 160 acres.

JANUARY 9.

133. John Henry Stephens, Hempstead county, Arkansas, northwest quarter southeast quarter, and southwest quarter northeast quarter, section 35, township 9 south, range 24 west, 80 acres.

JANUARY 9.

134. David Stewart & Co., Clark county, Arkansas, west half northwest quarter, section 33, township 7 south, range 21 west, 80 acres.

JANUARY 9.

135. John Griffin, Jefferson county, Arkansas, northeast quarter northeast quarter, section 26, township 8 north, range 7 west, 37.62 acres.

JANUARY 20.

136. Aaron Prater, Clark county, Arkansas, south half southwest quarter, section 34, township 8 south, range 21 west, 80 acres.

JANUARY 23.

137. Calvin A. Berthe, Pulaski county, Arkansas, northeast quarter southwest quarter, section 36, township 1 north, range 12 west, 40 acres.

JANUARY 23.

138. John Geyer and Fred. Kramer, Pulaski county, Arkansas, northeast quarter northwest quarter, section 8, township 1 south, range 12 west, 40 acres.

JANUARY 27.

139. John E. Cash, Clark county, Arkansas, southeast quarter northwest quarter, section 33, township 6 south, range 20 west, 40 acres.

JANUARY 27.

140. Jas. L. Witherspoon, Clark county, Arkansas, south half southwest quarter, section 20, township 7 south, range 19 west, 80 acres.

FEBRUARY 5.

141. Daniel Peil, Pulaski county, Arkansas, east half northeast fractional quarter, section 4, township 1 south, range 12 west, 52.37 acres.

FEBRUARY 10.

142. Jacob Brown, Hempstead county, Arkansas, southwest quarter southeast quarter, section 9, township 10 south, range 25 west, 40 acres.

FEBRUARY 17.

143. Daniel Griffin, Hempstead county, Arkansas, northeast quarter southeast quarter section 32, township 11 south, range 25 west, 40 acres.

FEBRUARY 17.

144. *Mem.*—Deed No. 97 was returned and cancelled, q. v., and this, No. 144, was issued in place of it, to correct error, &c.

MARCH 3.

145. Nancy Dickson, Pike county, Arkansas, north half northeast quarter, section 25, township 8 south, range 24 west, 80 acres.

MARCH 6.

146. Wm. F. Kinney, Clark county, Arkansas, north half southwest quarter, section 9, township 7 south, range 20 west, 80 acres.

MARCH 18.

147. Wm. T. Crawley, Clark county, Arkansas, southwest quarter southeast quarter, and northeast quarter southeast quarter, section 13, township 7 south, range 20 west, 80 acres.

MARCH 29.

148. Mrs. Antoinette Arnold, Prairie county, Arkansas, southeast quarter northeast quarter, section 2, township 6 north, range 6 west, 40 acres.

MARCH 29.

149. Wm. A. Trigg, Clark county, Arkansas, northeast quarter southwest quarter, section 3, township 7 south, range 20 west, 40 acres.

MARCH 29.

150. Thos. D. Kingsbury, Clark county, Arkansas, north half southeast quarter, section 9, township 7 south, range 20 west, 80 acres.

JUNE 25.

151. Robert A. Watkins, Pulaski county, Arkansas, west half southeast quarter, section 21, township 2 south, range 11 west, 80 acres.

AUGUST 26.

152. Jonathan Black, Hempstead county, Arkansas, west half northwest quarter, section 28, township 11 south, range 23 west, 80 acres.

SEPTEMBER 1.

153. John C. Green, Hempstead county, Arkansas, southeast quarter, section 25, township 11 south, range 21 west, 160 acres.

OCTOBER 11.

154. Matthew Moss, Lafayette county, Arkansas, northeast fractional quarter, and northwest fractional quarter, and southeast fractional quarter, section 2, and fractional section 12, (all north of Red river,) township 14 south, range 28 west, 478.72 acres.

OCTOBER 18.

155. Paul J. Carrington, Hempstead county, Arkansas, northwest quarter southeast quarter, and southwest quarter northeast quarter, section 35, township 11 south, range 26 west, 80 acres.

SPRINGFIELD, ILL., *December 3, 1867.*

SIR: I have the pleasure to acknowledge the receipt of your letter of inquiry of November 22, and, as requested, furnish the following information, to be forwarded to the honorable Secretary of War:

The quantity of lands confirmed to the State of Arkansas, under the act of February 9, 1853, was 1,115,409.41 acres. These lands were, by act of the general assembly of Arkansas, November 26, 1856, transferred to the Cairo and Fulton Railroad Company, and, by deed of trust dated November 1, 1859, vested in John Moore, John Wilson, and Mason Brayman, trustees, to secure \$5,000,000 seven per cent. twenty-five years' bonds, ordered to be issued for construction purposes.

The land grant, which, under provision of section five of the act of Congress February 9, 1853, expired on February 9, 1863, was, by act of Congress July 28, 1866, renewed for ten years from that date, and enlarged in quantity from six to ten sections per mile.

The provision of this act of removal leaves the lands subject to the former trust, and under the same legal conditions as though no expiration of the first term of ten years had taken place

The title, therefore, to all the lands, (subject to the reservation in favor of the United States,) rests in John Wilson, Mason Brayman, and William H. Bailhache—the latter successor of John Moore, deceased.

By an order of the board of trustees, made at Little Rock May 9, 1867, the term of the bonds to be issued was fixed for twenty-five years from November 1, 1867, in lieu of the term before provided, (the old issue withdrawn,) for which purpose a supplemental deed of trust was provided, executed, and is in force.

The alternate sections granted by Congress have been withdrawn from sale by the Commissioner of the General Land Office, and schedules are being made at the local offices to be submitted to him for confirmation.

Under provisions of the act of February 9, 1853, the right to sell lands for twenty miles in *advance* of construction was conferred. The company selected a section of twenty miles of White river, and made sales. Sales were also made at other points, subject, of course, to the reversions provided by the act.

I enclose a schedule of the sales made, as requested; also copies of the two acts of Congress. Not knowing the residences of purchasers, they are not given.

Respectfully, your obedient servant,

M. BRAYMAN,

President C. & F. R. R. Co., and of Board Trustees.

Brevet Major L. CASS FORSYTH,

A. Q. M. U. S. A. and Q. M. Sub. Dep't of Arkansas, Little Rock, Ark.

Schedule of lands sold by the board of trustees of the Cairo and Fulton Railroad Company.

Nos.	Date.	To whom sold.	Acres.	Title.
	1860.			
1.....	January 18	W. A. Walls.....	120.00	Deed.
2.....	January 18	Timothy Dalton.....	80.00	Deed.
3.....	January 18	Moton Dalton.....	80.00	Deed.
4.....	January 18	Vandalia McIlroy.....	120.00	Deed.
5.....	January 18	T. B. Clinton.....	40.00	Deed.
6.....	January 26	B. Logan.....	40.00	Deed.
7.....	February 13	A. Prisock.....	120.00	Deed.
8.....	January 31	W. Dailey.....	34.49	Deed.
9.....	January 31	D. M. McCreery.....	41.62	Deed.
10.....	January 31	J. Price.....	40.00	Deed.
11.....	January 31	T. Price.....	65.62	Deed.
12.....	February 29	W. J. & R. Westmoreland.....	80.00	Deed.
13.....	February 29	W. Plant.....	80.00	Deed.
14.....	March 14	W. R. Whitley.....	40.00	Deed.
15 and 16.....	April 5	H. C. Dye.....	160.00	Deed.
17, 18 and 19..	May 8	J. S. Smith.....	920.00	Deed.
20 and 21.....	May 8	W. A. Hardy.....	294.01	Deed.
22.....	May 8	J. Ford.....	40.00	Deed.
23.....	May 8	J. H. Ford.....	84.14	Deed.
24.....	May 9	W. H. & S. D. Calloway.....	40.00	Deed.
25.....	May 9	B. T. Dickinson.....	80.00	Deed.
26.....	May 9	H. Flannigan.....	80.00	Deed.
27.....	May 9	T. D. Kingsbury.....	46.00	Deed.
28.....	May 10	H. C. Dye.....	120.00	Deed.
29.....	May 31	J. K. Rogers.....	120.00	Deed.
30.....	September 21	W. H. Horner.....	80.00	Deed.

Schedule of lands sold, &c.—Continued.

Nos.	Date.	To whom sold.	Acres.	Title.
	1860.			
31.....	October 30	J. H. Hatcher	22. 61	Deed.
32.....	October 30	I. O'Neal.....	119. 06	Deed.
33.....	November 13	S. G. Peoples	73. 89	Deed.
34.....	November 13	J. D. Addison.....	71. 81	Deed.
35.....	November 13	J. T. Disamkes	160. 00	Deed.
36.....	November 16	J. Fergeson	80. 00	Deed.
37.....	November 26	J. Yarbrough.....	80. 00	Deed.
38.....	November 26	J. Robinson and J. K. P. Pritchard.....	80. 00	Deed.
39.....	November 26	H. C. Pulliam	80. 00	Deed.
40.....	November 26	S. A. Graham.....	40. 00	Deed.
41.....	November 26	J. M. Steen.....	40. 00	Deed.
42.....	December 8	A. W. Pool.....	120. 00	Deed.
	1861.			
43.....	March 25	C. W. Board.....	120. 00	Deed.
44.....	April 11	W. B. Easley.....	160. 00	Deed.
		Total.....	4, 277. 25	

A true copy from book of sales.

W. W. LEVERETT, *Secretary.*

E.

AN ACT granting the right of way and making a grant of land to the States of Arkansas and Missouri, to aid in the construction of a railroad from a point on the Mississippi opposite the mouth of the Ohio river, via Little Rock, to the Texas boundary, near Fulton, in Arkansas, with branches to Fort Smith and the Mississippi river.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the right of way through the public lands be and the same is hereby granted to the States of Arkansas and Missouri, for the construction of a railroad from a point on the Mississippi river, opposite the mouth of the Ohio, in the State of Missouri, via Little Rock, to the Texas boundary line, near Fulton, in Arkansas, with branches from Little Rock, Arkansas, to the Mississippi river and to Fort Smith, in said State, with the right to take necessary materials of earth, stone, timber, &c., for the construction thereof: *Provided,* That the right of way shall not exceed one hundred feet on each side of the length thereof, and a copy of the survey of said road, made under the direction of the legislatures of the said States, shall be forwarded to the proper local land offices, respectively, and to the General Land office at Washington city, within ninety days after the completion of the same.

SEC. 2. *And be it further enacted,* That there be and is hereby granted to the States of Arkansas and Missouri, respectively, for the purpose of aiding in making the railroad and branches as aforesaid, within their respective limits, every alternate section of land designated by even numbers, for six sections in width on each side of said road and branches; but in case it shall appear that the United States have, when the line or route of said road is definitely fixed by the authority aforesaid, sold any part of any section hereby granted, or that the right of pre-emption has attached to the same, then it shall be lawful for any agent or agents, to be appointed by the governor of said State, to select, subject

to the approval aforesaid, from the lands of the United States most contiguous to the tier of sections above specified, so much land, in alternate sections or parts of sections, as shall be equal to such lands as the United States have sold, or to which the right of pre-emption has attached as aforesaid, which lands, being equal in quantity to one-half of six sections in width on each side of said road, the States of Arkansas and Missouri shall have and hold to and for the use and purpose aforesaid: *Provided*, That the lands to be located shall in no case be further than fifteen miles from the line of the road: *And provided further*, That the lands hereby granted shall be applied to the construction of said road, and shall be disposed of only as the work progresses, and shall be applied to no other purpose whatsoever: *And provided further*, That any and all lands reserved to the United States, by any act of Congress, for the purpose of aiding in any object of internal improvement, or in any manner for any purpose whatsoever, be and the same are hereby reserved to the United States from the operation of this act, except so far as it may be found necessary to locate the routes of the said railroad and branches through such reserved lands.

SEC. 3. *And be it further enacted*, That the sections and parts of sections of land which by such grant shall remain to the United States within six miles on each side of said road, shall not be sold for less than double the minimum price of the public lands when sold.

SEC. 4. *And be it further enacted*, That the said lands, hereby granted to the said States, shall be subject to the disposal of the legislatures thereof, for the purposes aforesaid and no other; and the said railroad and branches shall be and remain a public highway for the use of the government of the United States, free from toll or other charge, upon the transportation of any property or troops of the United States.

SEC. 5. *And be it further enacted*, That the lands hereby granted to said States, shall be disposed of by said States only in the manner following, that is to say: That a quantity of land, not exceeding one hundred and twenty sections, and included within a continuous length of twenty miles of said road, may be sold; and when the governors of said State or States shall certify to the Secretary of the Interior that twenty continuous miles of said road are completed, then another like quantity of land, hereby granted, may be sold; and so, from time to time, until said road is completed; and if said road is not completed within ten years, no further sales shall be made, and the land unsold shall revert to the United States.

SEC. 6. *And be it further enacted*, That the United States mail shall at all times be transported on the said road and branches, under the direction of the Post Office Department, at such price as Congress may, by law, direct.

Approved February 9, 1853.

AN ACT to revive and extend the provisions of "An act granting the right of way and making a grant of land to the States of Arkansas and Missouri, to aid in the construction of a railroad from a point upon the Mississippi opposite the mouth of the Ohio river, via Little Rock, to the Texas boundary, near Fulton, in Arkansas, with branches to Fort Smith and the Mississippi river," approved February 9, 1853, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the "Act granting the right of way and making a grant of land to the States of Arkansas and Missouri, to aid in the construction of a railroad from a point upon the Mississippi opposite the mouth of the Ohio river, via Little Rock, to the Texas boundary, near Fulton, in Arkansas, with branches to Fort Smith and the Mississippi river," approved February nine, eighteen hundred and fifty-three, with all the provisions therein made, be, and the same is hereby, revived and extended for the term of ten

years from the passage of this act, and all the lands therein granted which reverted to the United States under the provisions of said act, be, and the same are hereby, restored to the same custody, control, and condition, and made subject to the uses and trusts in all respects as they were before and at the time such reversion took effect : *Provided*, That all mineral lands within the limits of this grant, and the grant made in section two of this act, are hereby reserved to the United States : *And provided further*, That all property and troops of the United States shall at all times be transported over said railroad and branches at the cost, charge, and expense of the company or corporation owning or operating said road and branches, respectively, when so required by the government of the United States.

SEC. 2. *And be it further enacted*, That there is hereby granted, added to, and made part of the donation of lands hereby renewed and made, subject to the same uses and trusts, and under the same custody, control, and conditions, and to be held and disposed of in the same manner as if included in the original grant, all the alternate sections and parts of sections, designated by odd numbers, lying along the outer line of lands heretofore granted and within five miles on each side thereof, excepting lands reserved or otherwise appropriated by law, or to which the right of pre-emption or homestead settlement has attached : *Provided*, That the additional quantity of lands hereby granted, when added to the lands specified in section one hereof, shall not exceed in the aggregate quantity of lands by this act granted, sufficient to amount to ten sections for each mile of railroad : *And provided further*, That the lands embraced in this grant and the grant revived by section one of this act, shall be disposed of only as follows : Whenever proof shall be furnished satisfactory to the Secretary of the Interior that any section of ten consecutive miles of said road and branches is completed in a good substantial and workmanlike manner, as a first-class railroad, the said Secretary of the Interior shall issue patents for all the lands granted as aforesaid not exceeding ten sections per mile, situate opposite to and within the limits of twenty miles of the section of said road and branches thus completed ; and when like proof shall be furnished that another section of ten miles of said road in said States, or on the said branches respectively, connecting with the preceding section, is completed as aforesaid, the Secretary of the Interior shall issue patents in like manner as in case of the first completed sections ; and so on, from time to time, until the whole is completed, as herein provided, when the Secretary of the Interior shall issue patents for all the remaining lands herein granted not exceeding the aggregate amount provided for and located as required by sections one and two of this act : *And provided further*, That if one section of twenty miles of each of said railroads and branches shall not be fully constructed and completed as a first-class railroad within three years from the time this act becomes a law, and at least one section of twenty miles on each of said roads and branches in each year thereafter, and the whole of said roads and branches within ten years from the time this act shall take effect, then, and in either of said cases, all the lands granted or the grant of which is revived or extended by this act, and which at the time shall be unpatented to or for the benefit of the road or company making or suffering such failure, shall revert to the United States.

SEC. 3. *And be it further enacted*, That all the lands mentioned in this act, and hereby granted, are hereby reserved from entry, pre-emption, or appropriation to any other purpose than herein contemplated, for the said term of ten years from the passage of this act : *Provided*, That all lands heretofore given to the State of Missouri for the construction of the Cairo and Fulton railroad, or for the use of said road, lying in the State of Missouri, and all lands proposed to be granted by this act for the use or in aid of the road herein named, and lying in said State of Missouri, shall be granted and patented to the said State whenever the road shall be completed through said State ; which lands may be

held by said State and used toward paying the State the amount of bonds heretofore issued by it to aid said company, and all interest accrued or to accrue thereon: *Provided further*, That the provisions of this act, so far as the same relate to the Memphis and Little Rock and the Little Rock and Fort Smith branches of said road, shall not take effect until the Secretary of the Interior shall make and file a certificate in his office, and the office of the secretary of state of Arkansas, stating that the companies or corporations claiming the benefit of this act in behalf of said branches have reorganized their boards of directors in a lawful manner; and after such reorganization, that they have respectively rescinded all acts, resolutions, or other proceedings, transferring the lands, rights, or privileges, of such corporations or companies, to any convention, State, or authority, recognizing or acting in concert with, or under the authority of the late so-called Confederate States of America.

Approved July 28, 1866.



PROPERTY SEIZED IN LOUISIANA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

In compliance with the resolutions of the House of February 21 and March 8, 1867, reports in reference to property seized or taken possession of by the government in the State of Louisiana.

JANUARY 16, 1868.—Referred to the Committee on the Judiciary and ordered to be printed.

WAR DEPARTMENT,
Washington City, January 16, 1868.

SIR: In compliance with resolutions of the House of Representatives of February 21 and of March 8, 1867, in reference to property seized or taken possession of by the government in the State of Louisiana, its restoration to reputed owners, &c., &c., and asking for papers in the cases of Duncan F. Kenner and J. W. Zacharie, I have the honor to send herewith reports from the Quartermaster General, the Surgeon General, the Commissary General of Subsistence, the Chief of Engineers, the Chief of Ordnance, the receiver of the War Department, Major General Canby, late commander in Louisiana, and the communication of the Bureau of Freedmen, &c., which reports contain all the information on the subject on the files of this department.

The report by the Commissioner of Freedmen is additional to that already sent to the Judiciary Committee of the House of Representatives, on this subject, with two letters from this department, dated respectively March 20 and 25, 1867, copies of which are sent herewith.

Very respectfully, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

WAR DEPARTMENT,
Washington City, March 20, 1867.

SIR: I send, herewith, in compliance with the Honorable G. S. Boutwell's request, a report by the Commissioner of Freedmen, dated ———, made in obe-

dience to a resolution of the House of Representatives, respecting the seizure of property in Louisiana by the United States.

Very respectfully, sir, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

CHAIRMAN OF THE JUDICIARY COMMITTEE,
House of Representatives.

WAR DEPARTMENT,
Washington City, March 25, 1867.

SIR: I have the honor to acknowledge your note of this date. At the time the report of General Howard was sent to the Judiciary Committee, I supposed it had been called for by them, but learned, on its return, that the House of Representatives had passed a resolution to which it was a partial answer, and that the other bureaus were engaged in answering their respective portions of the resolution.

In order that the House resolution might be fully answered, and not by fragments, General Howard's report has been retained until the chiefs of the other bureaus should complete their reports. All are now in except the Quartermaster General's, which is in diligent course of preparation, and as soon as it is received they will all be transmitted with my own report. The delay has been occasioned by the extent of the investigation, and the wish to make full answer to the resolution according to its terms.

Immediately upon its receipt in this department, it was put in course of execution by the Adjutant General.

Respectfully, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

CHAIRMAN OF THE JUDICIARY COMMITTEE,
House of Representatives.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., June 7, 1867.

GENERAL: The report in answer to House resolution, February 21, 1867, calling for information relative to property seized or taken possession of by the government, or its agents, in the State of Louisiana, which resolution was forwarded to this office for report, February 23, 1867, has been completed, and this day forwarded to the Secretary of War, enclosed to General Schriver, inspector general.

Very respectfully, your obedient servant,

D. H. RUCKER,
Brevet Major General U. S. A., Acting Quartermaster General.

Brevet Major General L. THOMAS,
Adjutant General U. S. A.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., June 6, 1867.

SIR: I have the honor to return herewith a resolution of the House of Representatives of February 21, 1867, calling for a report of information in the War Department relative "to property seized or taken possession of by the

government or its agents in the State of Louisiana, and that there be embraced in said report the kind of property, whether abandoned or confiscable, names of the reputed owners, date of seizure, assessment value, amount of profits received from rents or otherwise, what amount of such property has been restored to said reputed owners, when the same was restored, by whom, and upon whose orders; and also all the papers in the cases of Duncan F. Kenner and J. W. Zacharie," and in reference thereto, submit the following:

1. A statement of plantations, buildings, vessels, &c., seized in the aforesaid State, showing names of reputed owners, assessment value, disposition, &c., marked A.

2. A statement of funds seized in the said State, marked B. The amount of funds, as by this statement, is as follows:

Par funds	\$47, 888 68
Confederate notes	689, 492 08
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	737, 380 76
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Accounted for as follows:

PAR FUNDS.

Refunded by Captain J. W. McClure, acting assistant quartermaster	\$2, 673 79
Used by Captain J. W. McClure on account of quartermaster's department	45, 214 89
	<hr/>
Total par funds	47, 888 68
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CONFEDERATE NOTES.

Taken up by Colonel S. B. Holabird	\$689, 492 08
	<hr/>
Expended by Colonel Holabird	\$182, 573 27
Transferred to Colonel C. G. Sawtelle to be accounted for	506, 918 81
	<hr/>
	\$689, 492 08
	<hr/>

From reports made by Colonel S. B. Holabird, chief quartermaster at New Orleans, from May, 1863, to May, 1864, inclusive, the following facts are gathered:

Cotton.—Received by him from all sources, 12,779 bales, 32 parts of bales, 2,373 sacks, 7 barrels, 1 cask, and one lot of loose.

Total amount of cotton sold by him is reported as follows.....	\$986, 615 87
Amount sold under and by provisional court	33, 089 68
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Total amount of proceeds received by him	1, 019, 705 55
Total amount refunded	185, 176 21
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Balance	834, 529 34
	<hr/>

In a letter of September 26, 1866, to the Quartermaster General, Colonel Holabird states that the above amount, \$834,529 34, was used in the quartermasters' department as if belonging to its regular funds, as shown by vouchers rendered with his accounts, having been, as he states, directed thus to use and report it by the major general commanding the department of the Gulf. The

above statement only gives an account of cotton seized by military authority, or in military possession, from questions being raised as to its disposition.

Colonel Holabird states that there was cotton received and transported under the treasury regulations, not included in his statement, as it was only handled as matter of freight. The cotton sent to New York and Boston, Colonel Holabird presumes, was sold by the treasury officers, as no returns of sales were ever made to him.

Colonel Holabird, in his report, states that the sale of 1,207 bales derived from cotton collected from the batteries, &c., around Port Hudson, by negro troops and contrabands, under supervision of Brigadier General Andrews, commanding the post, was in obedience to department orders. One hundred thousand dollars of the proceeds were applied in the quartermasters' department. Colonel Holabird states that the proceeds of this cotton may be said to have covered all the expenses of the schools for the poor-colored people in Louisiana up to 1865, and possibly through that year.

Colonel Holabird mentions a lot of 404 bales of cotton from the Brazos, captured by the troops on the Rio Grande, and sold by order of the commander of the department of the Gulf, to assist in paying for the steamers and other vessels lost in the expedition to Brazos Santiago and the Rio Grande. There was much more cotton captured there, Colonel Holabird states, and sold, but he was not furnished with an account of it; it was applied in the quartermasters' department by like authority, and for a like purpose.

The proceeds of twenty or thirty bales, more or less, were transferred to the special treasury agent at New Orleans, and not included in Colonel Holabird's account, although sold under his general directions, the cases being special, and involving conflicting and doubtful claims, or violations of military orders.

A large quantity of cotton was released to parties upon authority of the military commanders and treasury officers. A great deal held for freight and belonging to private parties stands released to C. A. Weed & Co., they being commission merchants or treasury agents.

Colonel Holabird reports the sale, under his direction, November 25, 1863, by Captain Jacob Mahler, assistant quartermaster, of 116 bales of cotton, weighing 40,298 pounds—\$22,212 88. This cotton Colonel Holabird states belonged to a lot dug from the batteries and ruins about Port Hudson, and was sold for the benefit of the colored troops who saved it, by order of the commanding general. He also states that this money was turned over by Captain Mahler to Captain M. M. Hawes, assistant quartermaster.

Upon examination it is found that Captain Hawes had rendered an account of the Corps d'Afrique fund for the period August 1, 1863, to July 31, 1864, distinct and separate from his accounts with the quartermasters' department, of which he has no summary statements on file. This return consisted of an account current, abstract A and twenty-three vouchers, abstract B and forty-five vouchers, abstract Bb and eighteen vouchers, which account was returned to the treasury, Third Auditor's office, without the usual administrative examination, November 24, 1865.

Under an order of Colonel Holabird, chief quartermaster at New Orleans, dated December 14, 1863, Captain Jacob Mahler transferred to Captain M. M. Hawes all the funds, receipts, and vouchers in his hands connected with the Corps d'Afrique fund, and took his receipts for the same.

Aggregate amount of sales of cotton by Captain Mahler, assistant quartermaster, from August 11, 1863, to January 2, 1864, \$229,844 75, and receipted for by Captain Hawes.

The item of \$22,212 88, mentioned by Colonel Holabird in another place as the proceeds of the sale of 116 bales of cotton by Captain Mahler, is included in the above sum.

Captain W. W. McKim, assistant quartermaster, Boston, on the 27th of Au-

gust, 1862, asked authority to sell two bales of cotton turned over to him from the transport *Black Prince*, shipped from New Orleans by General Butler, which authority was given and the cotton sold.

June 23, 1863, Captain W. W. McKim was instructed by the Quartermaster General, in relation to cotton and sugar forwarded to him under General Orders War Department No. 88, 1863, as follows: "The cotton and sugar, except what sugar the Commissary General elects to take for army use, must be turned over to the agent of the Treasury Department, to be by him sold." He was also instructed that any charges against the property for freight, &c., should be paid, and charged against the product of sale.

In relation to property shipped to him by Colonel Holabird, chief quartermaster, &c., Captain McKim, June 27, 1863, says: "Previous to the receipt of your letter I had received \$161,535 69, being the proceeds from auction sale of the property received by the steamer *McClellan*. On Tuesday last I sold at auction 200 bales of cotton received from New Orleans by steamer *City of Bath*. My course in this business (and I presume also the action of Colonel Holabird) was based upon the supposition that the proceeds could be appropriated as he desired. No agent of the Treasury Department could have made a more judicious or economical sale, or have realized more for the property than I have done, and I am confident that my action will receive the approval of any competent agent the Treasury Department may appoint. I am ready to turn over the proceeds to the agent of the Treasury Department whenever required to do so. I respectfully ask that I may be authorized to retain so much of the proceeds as will suffice to reimburse Colonel Holabird for the expenses at New Orleans, and to place such sum to his credit, it being a proper charge against the property before the net proceeds can be determined."

The Quartermaster General, January 5, 1864, in a letter to the Secretary of War on the subject of cotton funds in the hands of Captain W. W. McKim, at Boston, made the following recommendations: "That the money may now be made available for public use, I respectfully recommend that, after refunding to the quartermasters' department the expenses incurred by it in payment of charges on the property and transporting it to Boston, it be turned over to the Treasury Department." This recommendation was approved by the Secretary of War, January 7, 1864, and on the 12th of the same month Captain McKim was so instructed.

Brevet Major John W. McKim, assistant quartermaster in charge at Boston, wrote on the 21st of June, 1866, giving a "statement of cotton received by the quartermasters' department at Boston, Massachusetts, from the commencement to the end of the rebellion," and states that the "sum of \$209 79, received from the sale of two bales per ship *Black Prince*, was used in expenditures in the quartermasters' department and taken up on the account current of my predecessor in February, 1863, the proceeds from the sales of cotton received per steamer *City of Bath* and steamer *McClellan*, amounting to \$194,879 33, were deposited to the credit of the Treasurer United States, and a certificate of the United States assistant treasurer at Boston for that amount, forwarded to you by my predecessor Captain William W. McKim, on the 11th of February, 1864, in accordance with instructions contained in your letter of January 12, 1864."

May 20, 1863, Major S. Van Vliet, quartermaster New York, received 412 bales of cotton from New Orleans, per steamer *George Peabody*. May 23, 1863, Major Van Vliet received 400 bales of cotton from Captain A. N. Shipley, assistant quartermaster, per ship *Mantanzas* from New Orleans. June 29, 1863, Major Van Vliet reports receipt from Colonel S. B. Holabird, chief quartermaster at New Orleans, per Captain Jacob Mahler, assistant quartermaster, of 530 bales of cotton and samples per steamer *Matanzas*, from New Orleans, and was directed by the Quartermaster General to turn it over to the agent of the treas-

ury. May 23, 1865, General Van Vliet received 1,400 bales of cotton per steamer Monterey, invoiced by General Canby, and June 3, 1865, was directed to turn over all cotton to Simeon Draper, agent of the Treasury Department.

I also transmit a copy of a letter of the Quartermaster General, of October 29, 1866, to the Secretary of War, covering a copy of a letter of General Van Vliet, of October 11, 1866, in which is given a condensed statement of all the cotton received by him during the war, and the disposition made of it, marked C, D, and E.

This office is not in possession of the papers in the cases of Duncan F. Kenner and J. W. Zacharie, or of any information in relation thereto.

I am, sir, with great respect, your obedient servant,

D. H. RUCKER,

Brevet Major General U. S. A., Acting Quartermaster General.

Hon. E. M. STANTON,

Secretary of War.

NEW ORLEANS.

PROPERTY SEIZED IN LOUISIANA.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Warehouse	Confiscable	Aregno, Bernard	19, 21, and 23 Levee street	Unknown	Unknown	\$33,000 00	
House and lot	do.	do.	7 St. Charles street	do.	do.	13,000 00	
Do.	do.	do.	93 Peter street	do.	do.	6,000 00	\$52,000 00
Do.	do.	Axon, A. F.	Tchoupitoulas street	do.	do.	10,000 00	
Furniture	do.	do.	do.	do.	do.	1,000 00	
Horse and carriage	do.	do.	do.	do.	do.	300 00	
House and lot	do.	Adams, Lucien	69 and 71 Constance street	do.	do.	3,000 00	
Do.	do.	do.	282 St. Charles street	do.	do.	3,000 00	
Do.	do.	do.	177 Callopie street	do.	do.	2,500 00	
Do.	do.	do.	63 Philip street	do.	do.	1,000 00	
Do.	do.	do.	83 Philip street	do.	do.	3,000 00	
Do.	do.	do.	469 St. Charles street	do.	do.	2,000 00	
Dwelling	do.	Augustin, D.	Exchange alley	do.	do.	5,000 00	14,500 00
House and lot	do.	do.	Esplanade street	do.	do.	8,000 00	
Furniture	do.	do.	do.	do.	do.	1,000 00	
House and lot	do.	Adams, Wirt	Charles street	do.	do.	18,000 00	
Furniture	do.	do.	do.	do.	do.	3,000 00	
House and lot	do.	Adams, Daniel W.	Prytania street	do.	do.	14,500 00	21,000 00
Furniture	do.	do.	do.	do.	do.	2,000 00	
House and lot	do.	Anderson, O. H.	Camp street	do.	do.	15,000 00	
Furniture	do.	do.	do.	do.	do.	2,000 00	
House and ground	do.	Aldis, Nathan	45 Felicity street	do.	do.	6,000 00	17,000 00
House and lot	do.	Abbott, A. L.	Carondelet street	do.	do.	500 00	
Furniture	do.	do.	do.	do.	do.	12,000 00	
Tenement house	do.	Brown, U. F.	115 Religious street	do.	do.	4,500 00	6,500 00
Brick house	do.	Beyac, M. J., and wife	42 St. Peter street	do.	do.	5,000 00	
Vacant ground	do.	do.	Corner Canal and Franklin streets	do.	do.	4,100 00	
House and lot	do.	do.	Square 43	do.	do.	25,600 00	
Do.	do.	do.	13 Franklin street	do.	do.	3,500 00	
House and ground	do.	Buel, Mrs. A. B.	Erato street	do.	do.		
Old papers	do.	Boyle, H. & Co.	Unknown	do.	do.		

PROPERTY SEIZED IN LOUISIANA.

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Vacant lot.....	Confiscable.....	Burnett, J. J.....	Prytania street.....	Unknown.....	Unknown.....	\$600 00	
House and grounds.....	do.....	do.....	Carondelet street.....	do.....	do.....	1,500 00	
Do.....	do.....	do.....	Washington street.....	do.....	do.....	1,200 00	
Do.....	do.....	do.....	Baronne street.....	do.....	do.....	1,200 00	
Do.....	do.....	do.....	do.....	do.....	do.....	4,000 00	
Do.....	do.....	do.....	do.....	do.....	do.....	1,000 00	
Do.....	do.....	do.....	Third street.....	do.....	do.....	9,000 00	\$18,500 00
House and lot.....	do.....	Bulware, Archibald.....	473 Camp street.....	do.....	do.....	10,500 00	
Furniture.....	do.....	do.....	do.....	do.....	do.....	500 00	
Brick house.....	do.....	do.....	171 Camp street.....	do.....	do.....	5,500 00	
Two houses.....	do.....	do.....	388 and 390 Basin street.....	do.....	do.....	1,500 00	
House and lot.....	do.....	Boyle, Francis A.....	171 Race street.....	do.....	do.....		18,000 00
Vacant lot.....	do.....	Buckley, Michael.....	Square 78.....	do.....	do.....		8,000 00
House and lot.....	do.....	Black, August.....	Corner Jackson and Magazine streets.....	do.....	do.....	9,000 00	1,800 00
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,000 00	
Frame dwelling.....	do.....	Black, Henry.....	Jackson street.....	do.....	do.....		10,000 00
Frame building.....	do.....	Bradford, C. M.....	119 Carondelet street.....	do.....	do.....		1,300 00
Three lots and improv'ts.....	do.....	Blackley, Robert Y.....	Magazine street.....	do.....	do.....		7,800 00
Frame dwelling.....	do.....	Black, I. M.....	102 Melpomene street.....	do.....	do.....		13,000 00
Two lots.....	do.....	do.....	De Lord street.....	do.....	do.....	4,000 00	
One square.....	do.....	do.....	Square 560.....	do.....	do.....	4,300 00	
Do.....	do.....	do.....	Square 581.....	do.....	do.....	500 00	
Do.....	do.....	do.....	Square 311.....	do.....	do.....	100 00	
						1,500 00	
Two houses.....	do.....	Barrett, William.....	Annunciation street.....	do.....	do.....		10,400 00
Brick dwelling.....	do.....	Burbridge, I. W.....	South street.....	do.....	do.....	15,000 00	5,000 00
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,800 00	
House and lot.....	do.....	Breaux, Aug. A.....	648 Magazine street.....	do.....	do.....	13,000 00	16,800 00
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,500 00	
Property.....	do.....	Beauregard, G. I.....	Square 249.....	do.....	do.....		14,500 00
Two houses.....	do.....	Beard, Cornelius C.....	310, 312, and 308 Magazine street.....	do.....	do.....	6,500 00	8,000 00
Brick house.....	do.....	do.....	126 Lafayette street.....	do.....	do.....	6,500 00	
Two brick stores.....	do.....	do.....	138 and 140 Poydras street.....	do.....	do.....	30,000 00	
Vacant ground.....	do.....	do.....	Rousseau street.....	do.....	do.....	2,000 00	
One square.....	do.....	Benjamin, J. P.....	Square 636.....	do.....	do.....	4,200 00	45,000 00
Brick building.....	do.....	do.....	Square 25.....	do.....	do.....	5,000 00	9,200 00

PROPERTY SEIZED IN LOUISIANA

Vacant property	do.	Boyd, Samuel.	Henderson street	do.	7,500 00
Cotton shed	do.	do.	Front street	do.	1,500 00
Three lots	do.	do.	do.	do.	4,500 00
Two lots	do.	do.	Henderson street	do.	3,000 00
Two lots	do.	do.	St. Peter street	do.	3,000 00
Shippers' cotton press	do.	do.	Corner of Peter and Robin streets	do.	41,000 00
Stable	do.	do.	62 Race street	do.	4,500 00
Brick dwelling	do.	Bermudez, Edward.	65 Royal street	do.	5,500 00
Three tenements	do.	do.	Constance street	do.	2,500 00
Dwelling house	do.	do.	72 Greatmen street	do.	4,500 00
Do.	do.	do.	Frenchmen street	do.	1,500 00
Building and lot	do.	do.	do.	do.	700 00
Two lots	do.	do.	Gentilly street	do.	700 00
Furniture	do.	Bermudez, Joachim.	302 Dauphine street	do.	800 00
House and lot	do.	do.	do.	do.	1,800 00
Furniture	do.	do.	206 Camp street	do.	1,500 00
Do.	do.	Bogart, G. C.	Camp street	do.	1,500 00
Vacant ground.	do.	do.	Magazine street	do.	3,200 00
Do.	do.	do.	Seventh street	do.	800 00
Warehouse	do.	Bond, James M.	Square 5	do.	10,000 00
Building	do.	do.	Fulton street	do.	12,000 00
127 feet batture	do.	Bosworth, A. W.	Front street	do.	12,000 00
Furniture	do.	do.	Washington street	do.	2,000 00
Ice house	do.	do.	Calliope street	do.	1,800 00
House and ground	do.	Bailey, J. B.	260 St. Mary street	do.	15,800 00
House and lot	do.	Burthe, Victor	Carondelet street	do.	8,000 00
Do.	do.	Benjamin, J. P., & Bro.	Square 63	do.	14,000 00
One square	do.	Benjamin, J. P.	Square 48	do.	6,600 00
Lots five, six, and seven.	do.	do.	Formerly Bell's plantation	do.	11,100 00
Three squares.	do.	Burthe, Leonce	First district	do.	20,000 00
House and lot	do.	do.	Square 74	do.	2,000 00
Lots seven to twelve.	do.	do.	De Lord street.	do.	12,000 00
Lots of ground	do.	do.	Rousseau street	do.	3,000 00
Do.	do.	do.	Josephine street	do.	2,000 00
Do.	do.	do.	Square 94	do.	1,200 00
Building	do.	do.	Levee street	do.	3,000 00
House and lot	do.	do.	115 Philip street	do.	2,500 00
Lots of ground	do.	Booth, John	St. Charles street	do.	3,600 00
Capital in drugs	do.	do.	do.	do.	2,500 00
House and lot	do.	Bonford, P. E.	Tchoupitoulas street	do.	19,500 00
Jewelry and plate	do.	do.	do.	do.	600 00
Six slaves	do.	do.	do.	do.	1,500 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent &c.	Assessment value.	Total.
Furniture	Confiscable	Bonford, P. E.	Tchoupitoulas street.	Unknown	Unknown	\$2,000 00	
Lot of ground	do.	Bogart, William	Square 194.	do.	do.	7,000 00	\$23,600 00
Two buildings.	do.	do.	Square 243.	do.	do.	3,000 00	
House.	do.	Bibb, Wilson C.	Square 202.	do.	do.	13,000 00	10,000 00
Furniture	do.	do.	do.	do.	do.	2,500 00	
Slave	do.	do.	do.	do.	do.	500 00	
House.	do.	Brady, M. B.	Dryades street.	do.	do.	12,000 00	16,000 00
Furniture	do.	do.	do.	do.	do.	4,000 00	
Slave	do.	do.	do.	do.	do.	750 00	
Three slaves.	do.	Bayne, T. L.	do.	do.	do.	1,950 00	16,750 00
Furniture	do.	do.	do.	do.	do.	1,500 00	
House and lot	do.	do.	Square 234.	do.	do.	7,000 00	
Notes, papers, &c.	do.	Brown, John I.	Unknown.	do.	do.	12,156 66	
Lot of ground.	do.	Brown, Shepherd.	Canal street.	do.	do.	6,000 00	
House.	do.	do.	Dryades street	do.	do.	8,000 00	
House and lots.	do.	do.	Felicity street	do.	do.	40,800 00	
Furniture	do.	do.	do.	do.	do.	5,000 00	
House	do.	do.	New Levee street	do.	do.	20,000 00	
One square.	do.	do.	Square 553.	do.	do.	8,000 00	
Do.	do.	do.	Square 554.	do.	do.	6,400 00	
Do.	do.	do.	Square 556.	do.	do.	7,500 00	
Do.	do.	do.	Square 555.	do.	do.	6,400 00	
Lot of ground	do.	do.	Urania street.	do.	do.	5,000 00	113,100 00
House and lot.	do.	Carroll, Daniel R.	Dryades street	do.	do.	2,000 00	
House	do.	do.	Ninth street.	do.	do.	1,400 00	
House and lot	do.	do.	Carondelet street.	do.	do.	2,000 00	
Lot of ground.	do.	do.	Josephine street.	do.	do.	2,000 00	
House and lot.	do.	do.	do.	do.	do.	4,200 00	
Do.	do.	do.	do.	do.	do.	12,000 00	
Furniture.	do.	do.	do.	do.	do.	900 00	
House and lot.	do.	Chinn, Richard H.	Claiborne street.	do.	do.	4,000 00	24,500 00
One lot.	do.	do.	Derbigny street.	do.	do.	2,500 00	
Do.	do.	do.	Canal street.	do.	do.	16,000 00	
House and lot.	do.	Connelly, George.	do.	do.	do.	13,000 00	22,500 00
Furniture.	do.	do.	do.	do.	do.	1,500 00	

House and lot.....	do.....	do.....	Roseau street.....	do.....	do.....	5,000 00
Two lots.....	do.....	do.....	Square 266.....	do.....	do.....	7,000 00
Do.....	do.....	do.....	St. Andrew's street.....	do.....	do.....	7,000 00
Do.....	do.....	do.....	do.....	do.....	do.....	3,000 00
One square.....	do.....	do.....	Square 410.....	do.....	do.....	1,000 00
Furniture.....	do.....	do.....	do.....	do.....	do.....	18,700 00
House and lot.....	do.....	do.....	Square 203.....	do.....	do.....	7,500 00
Furniture.....	do.....	do.....	do.....	do.....	do.....	600 00
Quarter square.....	do.....	do.....	Square 398.....	do.....	do.....	500 00
Do.....	do.....	do.....	Square 399.....	do.....	do.....	200 00
Do.....	do.....	do.....	Square 397.....	do.....	do.....	300 00
Do.....	do.....	do.....	Square 412.....	do.....	do.....	
Do.....	do.....	do.....	Square 413.....	do.....	do.....	
Do.....	do.....	do.....	Square 414.....	do.....	do.....	
Do.....	do.....	do.....	Square 415.....	do.....	do.....	
Do.....	do.....	do.....	Square 416.....	do.....	do.....	
Do.....	do.....	do.....	Square 417.....	do.....	do.....	
Do.....	do.....	do.....	Square 427.....	do.....	do.....	
Do.....	do.....	do.....	Square 429.....	do.....	do.....	
Do.....	do.....	do.....	Square 430.....	do.....	do.....	
Do.....	do.....	do.....	Square 431.....	do.....	do.....	
Do.....	do.....	do.....	Square 432.....	do.....	do.....	
Do.....	do.....	do.....	Square 433.....	do.....	do.....	
Do.....	do.....	do.....	Square 434.....	do.....	do.....	
Do.....	do.....	do.....	Square 435.....	do.....	do.....	
Do.....	do.....	do.....	Square 445.....	do.....	do.....	
Do.....	do.....	do.....	Square 446.....	do.....	do.....	2,000 00
Do.....	do.....	do.....	Square 447.....	do.....	do.....	
Do.....	do.....	do.....	Square 448.....	do.....	do.....	
Do.....	do.....	do.....	Square 449.....	do.....	do.....	
Do.....	do.....	do.....	Square 450.....	do.....	do.....	
Do.....	do.....	do.....	Square 462.....	do.....	do.....	
Do.....	do.....	do.....	Square 463.....	do.....	do.....	
Do.....	do.....	do.....	Square 464.....	do.....	do.....	
Do.....	do.....	do.....	Square 465.....	do.....	do.....	
Do.....	do.....	do.....	Square 477.....	do.....	do.....	
Do.....	do.....	do.....	Square 478.....	do.....	do.....	
Do.....	do.....	do.....	Square 480.....	do.....	do.....	
Do.....	do.....	do.....	Square 479.....	do.....	do.....	
Do.....	do.....	do.....	Square 481.....	do.....	do.....	
Do.....	do.....	do.....	Square 487.....	do.....	do.....	
Do.....	do.....	do.....	Square 428.....	do.....	do.....	1,000 00
Library and furniture.....	do.....	do.....	do.....	do.....	do.....	4,000 00
Property.....	do.....	do.....	Corner Julia and St. Charles streets.....	do.....	do.....	45,000 00
Furniture.....	do.....	do.....	do.....	do.....	do.....	2,500 00
Vaent lot.....	do.....	do.....	Square 303.....	do.....	do.....	1,800 00
One lot.....	do.....	do.....	Poydras street.....	do.....	do.....	250 00
Quarter square.....	do.....	do.....	Square 297.....	do.....	do.....	200 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Quarter square	Confiscable	Campbell, George W	Square 399	Unknown	Unknown	\$300 00	
Do	do	do	Square 398	do	do	500 00	
Do	do	do	Square 412	do	do		
Do	do	do	Square 413	do	do		
Do	do	do	Square 414	do	do		
Do	do	do	Square 415	do	do		
Do	do	do	Square 416	do	do		
Do	do	do	Square 417	do	do		
Do	do	do	Square 427	do	do		
Do	do	do	Square 428	do	do		
Do	do	do	Square 429	do	do		
Do	do	do	Square 430	do	do		
Do	do	do	Square 431	do	do		
Do	do	do	Square 432	do	do		
Do	do	do	Square 433	do	do		
Do	do	do	Square 434	do	do		
Do	do	do	Square 445	do	do		
Do	do	do	Square 446	do	do		
Do	do	do	Square 447	do	do		
Do	do	do	Square 448	do	do		
Do	do	do	Square 449	do	do		
Do	do	do	Square 450	do	do		
Do	do	do	Square 462	do	do		
Do	do	do	Square 463	do	do		
Do	do	do	Square 464	do	do		
Do	do	do	Square 465	do	do		
Do	do	do	Square 477	do	do		
Do	do	do	Square 478	do	do		
Do	do	do	Square 479	do	do		
Do	do	do	Square 480	do	do		
Do	do	do	Square 481	do	do		
Do	do	do	Square 487	do	do		
Cotton pickery	do	Collins, Lewis E	Richard street	do	do	5,000 00	\$52,550 00
Cotton press	do	do	Custom-house street	do	do	7,000 00	
Dwelling-house	do	do	St. Mary street	do	do	8,000 00	
Furniture	do	do	do	do	do	1,000 00	
Cotton pickery	do	do	Crapo street	do	do	3,000 00	
Furniture	do	Conway, Robert	206 Camp street	do	do		24,000 00
One lot	do	Cleveland, A. P., and wife	Baronne street	do	do	300 00	2,000 00
One house	do	do	207 Philip street	do	do	11,000 00	

Furniture	do.	do.	do.	do.	do.	do.	do.	do.	3,000 00
One vacant lot.	do.	Conway, J. R.	do.	Thalia street.	do.	do.	do.	do.	1,000 00
One house.	do.	do.	do.	Baronne street	do.	do.	do.	do.	6,000 00
Furniture	do.	do.	do.	do.	do.	do.	do.	do.	1,000 00
Dwelling.	do.	Clark, T. A.	do.	161 Annunciation street.	do.	do.	do.	do.	9,000 00
Furniture	do.	do.	do.	do.	do.	do.	do.	do.	1,500 00
House, stable, and lot.	do.	Conrad, F. D.	do.	Constance street.	do.	do.	do.	do.	15,000 00
Brick house	do.	Cannon, John W.	do.	208 Carondelet street.	do.	do.	do.	do.	500 00
Furniture	do.	do.	do.	do.	do.	do.	do.	do.	do.
Brick house	do.	Conrad, Charles M.	do.	47 Camp street	do.	do.	do.	do.	20,000 00
Brick dwelling.	do.	do.	do.	240 Camp street	do.	do.	do.	do.	7,500 00
Building and lot.	do.	do.	do.	170 and 172 Camp street	do.	do.	do.	do.	19,000 00
Brick building.	do.	do.	do.	Julia street.	do.	do.	do.	do.	10,000 00
Brick warehouse.	do.	do.	do.	Fulton street.	do.	do.	do.	do.	7,000 00
Brick dwelling.	do.	do.	do.	137 Carondelet street.	do.	do.	do.	do.	9,000 00
Two dwellings	do.	do.	do.	Levee street.	do.	do.	do.	do.	8,000 00
Lots 1 to 4.	do.	do.	do.	Prytania street	do.	do.	do.	do.	8,000 00
Lots 12 and 13.	do.	do.	do.	First street.	do.	do.	do.	do.	8,000 00
Carpenter shop	do.	Carroll, Joseph W.	do.	179 St. Charles street	do.	do.	do.	do.	10,500 00
Vacant lot	do.	do.	do.	Carondelet street	do.	do.	do.	do.	5,500 00
Brick house	do.	do.	do.	38 Perdido street.	do.	do.	do.	do.	23,000 00
Frame house.	do.	do.	do.	44 Perdido street.	do.	do.	do.	do.	5,000 00
Frame house	do.	Crapo, Wm. H., and wife.	do.	286 Carondelet street.	do.	do.	do.	do.	5,000 00
Furniture	do.	do.	do.	do.	do.	do.	do.	do.	2,000 00
Brick store	do.	Cartwright, Dr. Samuel.	do.	61 Carondelet street.	do.	do.	do.	do.	1,500 00
Do.	do.	do.	do.	174 Camp street	do.	do.	do.	do.	15,000 00
Furniture	do.	do.	do.	do.	do.	do.	do.	do.	1,000 00
Building	do.	do.	do.	77 Canal street	do.	do.	do.	do.	20,000 00
Brick store.	do.	do.	do.	16 Common street	do.	do.	do.	do.	16,000 00
Brick house	do.	Canas, A. H.	do.	135 Perdido street	do.	do.	do.	do.	9,000 00
Do.	do.	do.	do.	154 Carondelet street.	do.	do.	do.	do.	6,000 00
Frame house	do.	do.	do.	171 Julia street.	do.	do.	do.	do.	6,000 00
Frame house	do.	Cocks, John G.	do.	427 Baronne street.	do.	do.	do.	do.	2,000 00
Do.	do.	do.	do.	169 and 171 Erato street	do.	do.	do.	do.	4,500 00
Brick house	do.	do.	do.	175 Julia street.	do.	do.	do.	do.	9,000 00
Brick store.	do.	do.	do.	45 Union street.	do.	do.	do.	do.	10,000 00
Brick house	do.	do.	do.	76 Baronne street	do.	do.	do.	do.	12,000 00
Do.	do.	do.	do.	64 Baronne street.	do.	do.	do.	do.	10,000 00
Frame house	do.	do.	do.	98 Franklin street	do.	do.	do.	do.	1,500 00
Brick house	do.	do.	do.	191 Canal street	do.	do.	do.	do.	14,000 00
Building	do.	Conner, H. W., jr.	do.	21 Rampart street	do.	do.	do.	do.	63,000 00
									20,000 00

14,300 00

8,000 00

10,500 00

25,000 00

15,500 00

88,500 00

44,000 00

7,000 00

53,500 00

21,000 00

63,000 00

20,000 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Microscope.....	Unknown.....	Chaille, Dr. E. S.....	Unknown.....	Unknown.....	Unknown.....	.....	\$300 00
Case of glasses.....		Cox, Mrs. Nathaniel.....	44 South Market street.....	do.....	do.....	\$4,000 00	
Electric machine.....		do.....	35 De Lord street.....	do.....	do.....	2,000 00	
House.....		do.....	Franklin street.....	do.....	do.....	2,000 00	
Do.....		do.....	9 Charter street.....	do.....	do.....	20,000 00	
Do.....		do.....	10 Exchange alley.....	do.....	do.....	6,000 00	
Frame house.....	do.....	Davis, R. M.....	Square 124.....	do.....	do.....	7,000 00	34,000 00
Furniture.....		do.....	do.....	do.....	do.....	500 00	
Vacant ground.....		do.....	Square 398.....	do.....	do.....	400 00	
Do.....		do.....	Square 378.....	do.....	do.....	700 00	
Dwelling and lot.....	do.....	Dalton, Robert.....	401 Gravier street.....	do.....	do.....	2,000 00	8,600 00
Furniture.....		do.....	do.....	do.....	do.....	500 00	
Frame house.....	do.....	Donley, Owen J.....	646 Magazine street.....	do.....	do.....	.....
Store and dwelling.....		Davis, Mark.....	244 Tchoupitoulas street.....	do.....	do.....	5,000 00	2,500 00
Two brick stores.....		do.....	34 and 36 Magazine street.....	do.....	do.....	30,000 00	5,000 00
Brick building.....		do.....	32 and 34 St. Charles street.....	do.....	do.....	50,000 00	
House and lot.....	do.....	Dryden, T. H., and wife.....	Common street.....	do.....	do.....	2,400 00	85,000 00
Furniture.....		do.....	do.....	do.....	do.....	500 00	
Vacant lot.....	do.....	Dameron, James D.....	Broad street.....	do.....	do.....	1,000 00	2,900 00
Twenty-two vacant lots.....		do.....	Square 142.....	do.....	do.....	3,000 00	
House and lot.....		do.....	Square 214.....	do.....	do.....	15,000 00	
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,500 00	
House and lot.....		Dole, George.....	Baronne street.....	do.....	do.....	.....	20,500 00
Warehouse and store.....		Dupour, C.....	86 and 88 Charles street.....	do.....	do.....	8,000 00	2,500 00
Brick house.....		do.....	79 Beinville street.....	do.....	do.....	6,000 00	
Do.....		do.....	395 Bourbon street.....	do.....	do.....	2,500 00	
One house.....	do.....	do.....	297 Bourbon street.....	do.....	do.....	1,800 00	
Do.....		do.....	95 Barracks street.....	do.....	do.....	20,000 00	
House and ground.....		do.....	Square 139.....	do.....	do.....	2,000 00	
Furniture.....		do.....	do.....	do.....	do.....	6,000 00	
Vacant lot.....	do.....	do.....	Square 138.....	do.....	do.....	.....	46,300 00
Notes and leases.....	do.....	Estlin, Robert W.....	47 Union street.....	do.....	do.....	.....	1,900 00
House and lot.....		Florence, William.....	194 Camp street.....	do.....	do.....	14,000 00	
Do.....		do.....	116 New Levee street.....	do.....	do.....	2,000 00	

Do.....	do.....	114 Magazine street.....	do.....	16,000 00
Two houses.....	do.....	Poydras street.....	do.....	15,000 00
One house.....	do.....	96 Camp street.....	do.....	13,500 00
House and ground.....	do.....	87 Camp street.....	do.....	40,000 00
House.....	do.....	Triton Walk.....	do.....	13,000 00
Lot.....	do.....	Square 399.....	do.....	1,500 00
House.....	do.....	Coliseum street.....	do.....	3,750 00
Do.....	do.....	Corner of Baronne and Second streets.....	do.....	15,000 00
Furniture.....	do.....	do.....	do.....	3,500 00
House and lot.....	do.....	Second street.....	do.....	5,000 00
Table ware.....	do.....	Unknown.....	do.....	31,750 00
House and lot.....	do.....	Square 327.....	do.....	541 00
Brick store.....	do.....	Square 17.....	do.....	3,500 00
Do.....	do.....	Square 256.....	do.....	7,000 00
Two brick houses.....	do.....	Baronne street.....	do.....	11,000 00
One brick house.....	do.....	do.....	do.....	16,000 00
Do.....	do.....	Square 258.....	do.....	10,000 00
One brick dwelling.....	do.....	Square 253.....	do.....	5,000 00
One brick building.....	do.....	St. Charles street.....	do.....	15,000 00
Two lots.....	do.....	Square 252.....	do.....	35,000 00
Brick building.....	do.....	5 Carondelet street.....	do.....	2,000 00
Furniture.....	do.....	do.....	do.....	20,000 00
Double house.....	do.....	117, 119, 121, and 123 Josephine street.....	do.....	1,000 00
Furniture.....	do.....	171 Common street.....	do.....	21,000 00
Do.....	do.....	213 Camp street.....	do.....	2,600 00
Two lots.....	do.....	Dane street.....	do.....	1,000 00
Two houses.....	do.....	184 and 186 Julia street.....	do.....	2,000 00
Two lots.....	do.....	Natchez street.....	do.....	8,500 00
One square.....	do.....	Square 102.....	do.....	11,000 00
Frame dwelling.....	do.....	Thalia street.....	do.....	9,000 00
Furniture.....	do.....	do.....	do.....	25,000 00
One house.....	do.....	St. Andrew street.....	do.....	53,500 00
Do.....	do.....	363 St. Mary street.....	do.....	12,000 00
Do.....	do.....	270 Sixth street.....	do.....	1,500 00
Furniture.....	do.....	do.....	do.....	3,000 00
House and lots.....	do.....	Corner of Washington and Carondelet streets.....	do.....	2,500 00
House and ground.....	do.....	Second street.....	do.....	3,000 00
Furniture.....	do.....	do.....	do.....	8,000 00
Frame building.....	do.....	374 Third street.....	do.....	2,000 00
House and lot.....	do.....	Camp street.....	do.....	1,500 00
Furniture.....	do.....	do.....	do.....	6,500 00
House and lot.....	do.....	Baronne street.....	do.....	500 00
House and lot.....	do.....	do.....	do.....	25,000 00
House and lot.....	do.....	Baronne street.....	do.....	7,000 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Furniture	Confiscable	Gordon, Nathan and wife.	Baronne street.	Unknown	Unknown	\$3,500 00	\$28,500 00
House and lot	do.	Gayle, John W.	Chestnut and First street	do.	do.	3,500 00	
One lot	do.	do.	First street.	do.	do.	8,500 00	
Furniture	do.	do.	do.	do.	do.	3,000 00	
One lot	do.	do.	Second street.	do.	do.	3,500 00	
House and lot	do.	Ginder, Henry	236 Philip street.	do.	do.	2,500 00	18,500 00
Furniture	do.	do.	do.	do.	do.	500 00	
Double tenement	do.	Grivot, Maurice	Playfair street.	do.	do.	4,700 00	3,000 00
Frame shanty	do.	do.	246 Johnson street.	do.	do.	800 00	
Do.	do.	do.	17 Euterpe street	do.	do.	1,500 00	
One house.	do.	Griffin, Adam.	145 Constance street	do.	do.	10,000 00	7,000 00
Vacant lot	do.	do.	147 Constance street	do.	do.	2,000 00	
Furniture	do.	do.	145 Constance street	do.	do.	1,500 00	
House and lot	do.	do.	272 St. Andrew street	do.	do.	2,500 00	
House and ground	do.	Glenn, Archibald	130 Prytania street	do.	do.		16,000 00
Range of stores	do.	Goodrich, J. G. & H. L.	Tehoupitouias street	do.	do.		14,000 00
Brick dwelling	do.	Goodrich, C. J.	152 Carondelet street	do.	do.		75,000 00
Old papers	do.	Green, Harding & Co.	Unknown	do.	do.		13,000 00
Brick house.	do.	Greenwood, M.	220 Camp street	do.	do.		
Land patents*	do.	Hyams, H. M. and R. King.	do.	do.	do.		11,000 00
Do.	do.	Hyams, H. M.	do.	do.	do.		
One vacant lot	do.	do.	Canal street.	do.	do.	3,500 00	
Do.	do.	do.	Square 580	do.	do.	500 00	
Do.	do.	do.	Square 661	do.	do.	150 00	
Twenty lots	do.	do.	Square 661	do.	do.	2,200 00	
One vacant lot.	do.	do.	Square 707	do.	do.	1,300 00	
Eight lots	do.	do.	Square 706	do.	do.	800 00	
One square.	do.	do.	Square 730	do.	do.	1,700 00	
Do.	do.	do.	Square 781	do.	do.	2,100 00	
Thirteen vacant lots	do.	do.	Square 788	do.	do.	900 00	
Vacant lots	do.	do.	Square 802	do.	do.	1,000 00	
Ten lots.	do.	do.	Square 820	do.	do.		
Four lots.	do.	do.	Square 818	do.	do.	250 00	
Vacant lots.	do.	do.	Square 65.	do.	do.	7,000 00	
House and lot	do.	do.	Columbia street	do.	do.	3,000 00	
Vacant lots	do.	do.	Square 82	do.	do.	2,000 00	
Do.	do.	do.	Square 82	do.	do.	1,000 00	
Do.	do.	do.	Square 90	do.	do.	4,000 00	

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Furniture	Confiscable	Hunt, Randall	16 Dryades street.	Unknown	Unknown	.....	\$2,000 00
Do.	do.	Halloway, W. P.	Square 143	do.	do.	.....	1,000 00
Fifteen lots	do.	Hernandez, Joseph	Square 142	do.	do.	\$1,500 00	
House	do.	do.	48 Esplanade street.	do.	do.	6,000 00	
Frame house	do.	do.	243 Johnson street.	do.	do.	1,000 00	
One lot	do.	do.	Square 116	do.	do.	1,000 00	
Do.	do.	do.	Square 238	do.	do.	600 00	
House and furniture	do.	Howell, Bell	Coliseum street.	do.	do.	.....	9,100 00
Furniture	do.	Hill, James D.	23 Dauphine street	do.	do.	.....	3,000 00
Two lots	do.	Howell, Gayle & Co.	Calliope street.	do.	do.	.....	2,500 40
Dwelling house.	do.	Jennings, N. R.	70 St. Thomas street.	do.	do.	.....	8,750 00
Frame house	do.	do.	135 Melpomene street.	do.	do.	2,000 00	
Brick dwelling	do.	do.	180 St. Charles street	do.	do.	2,500 00	
Shanty and lot	do.	do.	Magazine street	do.	do.	1,200 00	
Brick dwelling and lots	do.	do.	Square 181	do.	do.	3,000 00	
Frame dwelling	do.	do.	128 Julia street.	do.	do.	10,500 00	
Vacant lot	do.	do.	Dryades street.	do.	do.	1,500 00	
Frame house	do.	do.	Gravier street	do.	do.	5,000 00	
Dwelling and three lots	do.	do.	Basin street	do.	do.	3,000 00	
Brick dwelling	do.	do.	35 Franklin street	do.	do.	2,000 00	
Frame dwelling	do.	do.	163 St. May street	do.	do.	3,000 00	
Brick dwelling	do.	Jones, J. R.	135 Grivot street	do.	do.	7,000 00	35,500 00
Do.	do.	do.	203 Carondelet street	do.	do.	9,000 00	
Furniture	do.	do.	245 Gravier street.	do.	do.	1,000 00	
Dwelling house.	do.	do.	do.	do.	do.	4,000 00	
Three buildings.	do.	do.	Rampart street.	do.	do.	8,000 00	
Three dwellings.	do.	do.	Basin street.	do.	do.	6,000 00	
Vacant lot.	do.	do.	Square 79	do.	do.	1,000 00	
Two lots	do.	Jones, A. B.	St. Joseph street	do.	do.	15,000 00	36,000 00
Furniture	do.	do.	St. Charles street.	do.	do.	2,500 00	
House and lot.	do.	do.	do.	do.	do.	30,000 00	
St. James hotel	do.	do.	Magazine street	do.	do.	150,000 00	
Two stores & warehouse.	do.	do.	do.	do.	do.	56,000 00	
One tenement.	do.	do.	563 Carondelet street.	do.	do.	2,500 00	256,000 00
House and lot.	do.	Jamison, Sam'l & McIntosh.	Corner of Dryades and Clio streets	do.	do.	8,000 00	
Two houses	do.	do.	Dryades street.	do.	do.	4,500 00	
Four houses	do.	do.	Perdido and Carondelet streets.	do.	do.	30,000 00	
Building	do.	do.	53 Common street	do.	do.	1,500 00	44,000 00

Row of buildings.....	do.....	Kaiser, Peter.....	Magazine street.....	do.....	6,500 00
Vacant lots.....	do.....	do.....	Square 428.....	do.....	150 00
One vacant lot.....	do.....	do.....	Square 473.....	do.....	150 00
Frame house.....	do.....	Latting, R. I.....	147 Andrew street.....	do.....	6,800 00
Furniture.....	do.....	do.....	do.....	do.....	5,000 00
Two frame houses.....	do.....	Low, John H.....	132 and 134 Camp street.....	do.....	200 00
Brick dwelling.....	do.....	Lindsay, D. W. B.....	47 St. Thomas street.....	do.....	5,200 00
Brick tenements.....	do.....	Leeds, John.....	Euterpe street.....	do.....	15,000 00
Brick building.....	do.....	Leeds & Co.....	Square 122.....	do.....	4,000 00
"Leeds foundry".....	do.....	do.....	do.....	do.....	10,000 00
Store and dwelling.....	do.....	Leverich, William.....	Annunciation street.....	do.....	135,000 00
Brick dwelling.....	do.....	do.....	148 Carondelet street.....	do.....	10,000 00
Furniture.....	do.....	do.....	do.....	do.....	12,000 00
Brick store.....	do.....	do.....	34 Old Levee street.....	do.....	2,000 00
Book store.....	do.....	do.....	35 Levee street.....	do.....	11,000 00
Vacant square.....	do.....	do.....	Square 60.....	do.....	12,000 00
Half square.....	do.....	do.....	Square 77.....	do.....	16,000 00
Vacant lots.....	do.....	do.....	Square 149.....	do.....	7,500 00
Do.....	do.....	do.....	Square 151.....	do.....	11,000 00
Brick house.....	do.....	Logan, D. P.....	241 Prytania street.....	do.....	6,200 00
Furniture.....	do.....	do.....	do.....	do.....	18,000 00
Dwelling.....	do.....	Lindsay, William B.....	St. Thomas street.....	do.....	2,000 00
Furniture.....	do.....	do.....	do.....	do.....	4,000 00
Vacant lots.....	do.....	Labatt, D. C.....	Gasquet street.....	do.....	500 00
Lots of ground.....	do.....	Lanier, W. L.....	Claiborne street.....	do.....	4,500 00
Brick building.....	do.....	Levy, S. L. and E. L.....	Magazine street.....	do.....	1,200 00
Furniture.....	do.....	do.....	61 Bourbon street.....	do.....	600 00
Lot of ground.....	do.....	Ladwigan, T. H.....	First street.....	do.....	24,000 00
Furniture.....	do.....	do.....	do.....	do.....	3,500 00
Furniture.....	do.....	Levy, H. T.....	Corner of Calliope and Carondelet streets.....	do.....	1,000 00
Double house.....	do.....	Lonsdale, Henry T.....	Tchoupitoulas street.....	do.....	8,000 00
Building and lot.....	do.....	do.....	Clio street.....	do.....	5,000 00
Two brick stores.....	do.....	do.....	Gravier street.....	do.....	30,000 00
House and lot.....	do.....	do.....	Third and Prytania streets.....	do.....	30,000 00
Furniture and plate.....	do.....	do.....	do.....	do.....	10,000 00
Building.....	do.....	Labatt, Felix.....	28 Perdido street.....	do.....	83,000 00
Batture lots.....	do.....	do.....	Square 20.....	do.....	25,000 00
Thirty-five lots.....	do.....	do.....	Square 185.....	do.....	9,000 00
Furniture.....	do.....	do.....	do.....	do.....	8,000 00
Horse and carriage.....	do.....	do.....	do.....	do.....	800 00
House.....	do.....	Lausdale, Fitz William.....	Fourth street.....	do.....	800 00
					43,600 00
					15,000 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Furniture.....	Confiscable.....	Lausdale, Fitz William.....	Fourth street.....	Unknown.....	Unknown.....	\$1,500 00
House and lot.....	do.....	Leathers, Thomas P.....	Carondelet street.....	do.....	do.....	\$22,500 00	
Furniture.....	do.....	do.....	do.....	do.....	do.....	2,500 00	
Houses.....	do.....	do.....	do.....	do.....	do.....	1,000 00	
Five slaves.....	do.....	do.....	do.....	do.....	do.....	5,250 00	
One lot of ground.....	do.....	do.....	do.....	do.....	do.....	2,000 00	37,250 00
do.....	do.....	do.....	do.....	do.....	do.....	4,000 00	
One lot.....	do.....	Lee, Thomas Brown.....	Unknown.....	do.....	do.....	17,600 00	
House and lot.....	do.....	do.....	248 Rousseau street.....	do.....	do.....	2,000 00	
do.....	do.....	do.....	367 St. Andrew street.....	do.....	do.....	4,000 00	
Houses.....	do.....	do.....	Erato street.....	do.....	do.....	9,000 00	155,500 00
House and lot.....	do.....	do.....	336 Carondelet street.....	do.....	do.....	3,000 00	
do.....	do.....	do.....	349 Carondelet street.....	do.....	do.....	3,500 00	
do.....	do.....	do.....	100 Fouché street.....	do.....	do.....	2,500 00	
do.....	do.....	do.....	109 St. Joseph street.....	do.....	do.....	6,000 00	
do.....	do.....	do.....	162 Julia street.....	do.....	do.....	2,000 00	8,500 00
do.....	do.....	do.....	Adjoining the above.....	do.....	do.....	17,000 00	
do.....	do.....	do.....	do.....	do.....	do.....	1,500 00	
Furniture.....	do.....	do.....	166 Carondelet street.....	do.....	do.....	8,500 00	
House and lot.....	do.....	do.....	do.....	do.....	do.....	25,000 00	
Houses and lots.....	do.....	do.....	Liberty street.....	do.....	do.....	4,000 00	8,000 00
One lot of ground.....	do.....	do.....	Poydras street.....	do.....	do.....	4,000 00	
do.....	do.....	do.....	do.....	do.....	do.....	500 00	
House and lot.....	do.....	do.....	Union street.....	do.....	do.....	4,000 00	
do.....	do.....	do.....	78 Baronne street.....	do.....	do.....	20,000 00	
do.....	do.....	do.....	73 Union street.....	do.....	do.....	6,000 00	155,500 00
do.....	do.....	do.....	82 Baronne street.....	do.....	do.....	12,000 00	
Lot of ground.....	do.....	do.....	Perdido street.....	do.....	do.....	1,600 00	
Eighteen lots of ground.....	do.....	do.....	Square 472.....	do.....	do.....	800 00	
One lot of ground.....	do.....	do.....	Paris avenue.....	do.....	do.....	500 00	
One square.....	do.....	do.....	Square 481.....	do.....	do.....	1,500 00	8,500 00
House and lot.....	do.....	do.....	North Spain street.....	do.....	do.....	3,000 00	
House and lot.....	do.....	Mitchell, J. J.....	233 Rousseau street.....	do.....	do.....	2,000 00	
do.....	do.....	do.....	105 Caliope street.....	do.....	do.....	4,500 00	
Furniture.....	do.....	do.....	do.....	do.....	do.....	2,000 00	
Furniture.....	do.....	Mason, Thomas L.....	174 Annunciation street.....	do.....	do.....	1,500 00	8,000 00
Slaves.....	do.....	do.....	do.....	do.....	do.....	6,500 00	
House and lot.....	do.....	Mark, David H.....	Magazine street.....	do.....	do.....	5,500 00	
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,000 00	
do.....	do.....	do.....	do.....	do.....	do.....	1,000 00	

Cotton press and house and lot.	do.	Mercer, W. Nathan.	Square 332.	do.	do.	110,000 00
House and lot.	do.	do.	Franklin street.	do.	do.	2,000 00
House.	do.	do.	Julia street.	do.	do.	6,000 00
One lot.	do.	do.	Liberty street.	do.	do.	1,200 00
House and lot.	do.	do.	do.	do.	do.	2,000 00
One square.	do.	do.	Florida landing.	do.	do.	18,500 00
Four lots.	do.	do.	Howard street.	do.	do.	5,000 00
Houses and lots.	do.	do.	do.	do.	do.	18,000 00
Houses.	do.	do.	Carondelet street.	do.	do.	30,000 00
Do.	do.	do.	26, 28, and 30 Carondelet street.	do.	do.	50,000 00
Do.	do.	do.	Canal street.	do.	do.	50,000 00
Furniture.	do.	do.	do.	do.	do.	3,000 00
House.	do.	do.	Jackson street.	do.	do.	2,000 00
One lot.	do.	do.	Square 208.	do.	do.	9,000 00
Do.	do.	do.	St. Mary street.	do.	do.	1,000 00
Eight lots.	do.	McClure, J. E.	Square 672.	do.	do.	307,700 00
Dwelling.	do.	Marks, Isaac N.	163 and 165 Annunciation street.	do.	do.	1,200 00
Furniture.	do.	do.	do.	do.	do.	10,000 00
Vacant lot.	do.	do.	Magazine street.	do.	do.	1,500 00
Furniture.	do.	Miller, M. M.	297 St. Charles street.	do.	do.	7,000 00
Billiard table.	do.	do.	105 Grovier street.	do.	do.	500 00
Frame building.	do.	Merriman, A. W.	279 Barronne street.	do.	do.	3,000 00
Billiard saloon.	do.	do.	Gravier street.	do.	do.	3,500 00
Do.	do.	do.	St. Charles Hotel.	do.	do.	2,000 00
Do.	do.	do.	St. Louis Hotel.	do.	do.	2,000 00
Two houses.	do.	Mullen, William G.	293 and 295 Melpomene street.	do.	do.	9,500 00
Frame house.	do.	do.	Corner of Erato and Thalia streets.	do.	do.	3,000 00
Furniture.	do.	do.	153 Carondelet street.	do.	do.	5,500 00
Furniture.	do.	Miles, William R.	First street.	do.	do.	1,500 00
Notes, drafts, &c.	do.	May, A. H. & Co.	Unknown.	do.	do.	do.
One square.	do.	Noble, Charles H.	Square 419.	do.	do.	do.
Store and dwelling.	do.	do.	9 Rampart street.	do.	do.	1,000 00
Brick house.	do.	Noonan, C.	48 Baronne street.	do.	do.	6,000 00
One square.	do.	do.	Square 763.	do.	do.	10,000 00
Brick house.	do.	Nash, Charles T.	52 Prytania street.	do.	do.	5,000 00
Do.	do.	Norton, M. O. H.	157 Canal street.	do.	do.	do.
One square.	do.	Nixon, John O.	Square 178.	do.	do.	15,000 00
Two tenements, dwelling and store.	do.	Nolan, Michael.	Corner Robinson and Common streets.	do.	do.	4,500 00
Furniture.	do.	do.	do.	do.	do.	25,000 00
One building.	do.	O'Brien, John.	Tehoupitoulas street.	do.	do.	3,000 00
Do.	do.	do.	Perdido street.	do.	do.	15,950 00
Vacant property.	do.	do.	Square 284.	do.	do.	4,000 60
						8,300 00
						3,500 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Frame house.....	Confiscable.....	O'Brien, John.....	843 Levee street.....	Unknown.....	Unknown.....	\$700 00	
Do.....	do.....	do.....	St. Charles street.....	do.....	do.....	2,500 00	
Do.....	do.....	do.....	Thalia street.....	do.....	do.....	2,000 00	
Do.....	do.....	do.....	359 St. Charles street.....	do.....	do.....	5,000 00	
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,000 00	\$26,200 00
Nine houses.....	do.....	Palfrey, H. W.....	Julia street.....	do.....	do.....	} 24,000 00	
Six houses.....	do.....	do.....	Tchoupitoulas street.....	do.....	do.....		
One house.....	do.....	do.....	Julia street.....	do.....	do.....		
Three houses.....	do.....	do.....	Tchoupitoulas street.....	do.....	do.....		
One house.....	do.....	do.....	Common street.....	do.....	do.....		
Furniture.....	do.....	do.....	132 Julia street.....	do.....	do.....	1,000 00	
House and back building.....	do.....	Paine, J.....	Camp and Second streets.....	do.....	do.....	20,000 00	\$25,000 00
Furniture.....	do.....	do.....	do.....	do.....	do.....	5,000 00	
Dwelling-house.....	do.....	Perkins, Wm. M.....	Jackson street.....	do.....	do.....	12,000 00	
Stable.....	do.....	do.....	do.....	do.....	do.....	1,500 00	
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,500 00	
Frame house.....	do.....	Paxton, Wm. H.....	35 Polymnia street.....	do.....	do.....		15,000 00
Do.....	do.....	Pride, Mrs. Charles.....	Square 196.....	do.....	do.....		2,000 00
Vacant lot.....	do.....	Pomeroy, E. H.....	Square 422.....	do.....	do.....	14,000 00	
One house.....	do.....	do.....	Square 442.....	do.....	do.....	1,200 00	
Two houses.....	do.....	do.....	Common street.....	do.....	do.....	3,500 00	
Carpenter's shop.....	do.....	Peebles, Joseph.....	do.....	do.....	do.....	10,000 00	
One house.....	do.....	do.....	153 and 155 Gravier street.....	do.....	do.....	4,000 00	
Do.....	do.....	do.....	198 Baronne street.....	do.....	do.....	900 00	
Vacant lot.....	do.....	Pooley, John C.....	278 Dryades street.....	do.....	do.....	1,500 00	
Dwellings.....	do.....	do.....	393 Rampart street.....	do.....	do.....	} 13,000 00	
Double dwelling.....	do.....	do.....	399 Rampart street.....	do.....	do.....		
Dwelling.....	do.....	do.....	275 Erato street.....	do.....	do.....		
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,000 00	
House and lot.....	do.....	Palfrey, H. W.....	Freret street.....	do.....	do.....	2,500 00	
Lot of ground.....	do.....	do.....	Conti street.....	do.....	do.....	100 00	
Do.....	do.....	do.....	Josephine street.....	do.....	do.....	400 00	
Quarter-square.....	do.....	do.....	Liberty street.....	do.....	do.....	600 00	
Three houses.....	do.....	Pinkhard, W. M.....	Tchoupitoulas street.....	do.....	do.....	65,000 00	
House and lot.....	do.....	do.....	St. Andrews.....	do.....	do.....	16,000 00	3,600 00

Furniture	do.	do.	do.	do.	do.	do.
House and lot.....	do.	Potter, R. A.	323 Magazine street.	do.	do.	2,000 00
Do.....	do.	do.	179 Canal street.....	do.	do.	4,500 00
Do.....	do.	do.	11 Royal street.....	do.	do.	9,000 00
Do.....	do.	do.	116 Bienville street.....	do.	do.	18,000 00
Four slaves.....	do.	do.	do.	do.	do.	4,000 00
Furniture.....	do.	do.	do.	do.	do.	1,250 00
	do.	do.	do.	do.	do.	1,000 00
House.....	do.	Pitcher, Mrs. W. G.	Thalia street.....	do.	do.	37,750 00
Two houses.....	do.	Perin, Franklin.	Joseph street.....	do.	do.	6,000 00
Quarter-square.....	do.	do.	do.	do.	do.	1,000 00
One house.....	do.	Person, J. J.	De Lord street.....	do.	do.	12,000 00
Do.....	do.	do.	Payfair street.....	do.	do.	4,000 00
Do.....	do.	do.	Camp street.....	do.	do.	6,000 00
Furniture.....	do.	do.	do.	do.	do.	3,000 00
Two houses.....	do.	Pemberton, John	Square 348.....	do.	do.	4,000 00
One square.....	do.	do.	Square 808.....	do.	do.	1,400 00
Three houses and lots.....	do.	do.	St. Louis street.....	do.	do.	8,500 00
Twenty-four lots.....	do.	do.	Square 179.....	do.	do.	3,000 00
Furniture.....	do.	do.	do.	do.	do.	2,500 00
Garden.....	do.	do.	do.	do.	do.	3,500 00
Dwelling.....	do.	do.	do.	do.	do.	2,500 00
Lot of ground.....	do.	do.	Square 18.....	do.	do.	2,500 00
Do.....	do.	do.	Square 207.....	do.	do.	25 00
Unimproved commons.....	do.	do.	Square 219.....	do.	do.	3,000 00
Do.....	do.	do.	Square 290.....	do.	do.	2,500 00
Do.....	do.	do.	Square 291.....	do.	do.	1,800 00
Two vacant lots.....	do.	do.	Square 155.....	do.	do.	500 00
House.....	do.	do.	Lafayette street.....	do.	do.	500 00
Premises.....	do.	Pinkhard, George M.	Coliseum street.....	do.	do.	12,000 00
House.....	do.	do.	Polymnia street.....	do.	do.	3,000 00
Furniture.....	do.	do.	do.	do.	do.	2,000 00
Two houses and lots.....	do.	do.	110 and 114 Camp street.....	do.	do.	26,000 00
House.....	do.	Pilot, Armand, sr.	267 Rampart street.....	do.	do.	43,000 00
Tyler cotton press.....	do.	Parleur, C. N., & Bros.	Square 38.....	do.	do.	4,500 00
House and lot.....	do.	Richards, Aug. A.	30 Bourbon street.....	do.	do.	85,000 00
Furniture.....	do.	do.	do.	do.	do.	1,200 00
Frame shanty.....	do.	Robinson, J. B.	140 First street.....	do.	do.	13,200 00
Vacant lot.....	do.	do.	Square 168.....	do.	do.	6,000 00
Frame building.....	do.	Ross, James	91 Race street.....	do.	do.	1,000 00
Do.....	do.	do.	Perdido street.....	do.	do.	5,000 00
House and ground.....	do.	Rugley, A. G.	231 Annunciation street.....	do.	do.	3,000 00
Furniture.....	do.	do.	do.	do.	do.	18,000 00
Clock and glassware.....	do.	do.	do.	do.	do.	2,500 00
						100 00
						8,000 00
						36,225 00
						43,000 00
						4,500 00
						85,000 00
						13,200 00
						7,000 00
						8,000 00
						83,000 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Piano	Confiscable	Rugley, A. G.	Annunciation street	Unknown	Unknown	\$500 00	
House and ground	do.	Ross, P. R.	Victor street	do.	do.	21, 100 00	
One square	do.	Raney, H. J.	Square 716	do.	do.	13, 000 00	
Furniture	do.	do.	178 St. Charles street	do.	do.	2, 000 00	
One lot	do.	Raney, R. J.	Square 412	do.	do.	5, 000 00	
Three lots	do.	do.	Square 424	do.	do.	3, 500 00	
Warehouse and shed	do.	do.	426 Perdido street	do.	do.	2, 000 00	
One lot	do.	do.	William street	do.	do.	4, 000 00	
Do.	do.	do.	Florida street	do.	do.	1, 800 00	
Five warehouses	do.	do.	Willow street	do.	do.	2, 500 00	
House and lot	do.	do.	205 Clairborne street	do.	do.	700 00	
Do.	do.	do.	do.	do.	do.	2, 000 00	
Lots	do.	do.	Howell street	do.	do.	2, 000 00	
Lots and buildings	do.	do.	do.	do.	do.	1, 600 00	
Lots	do.	do.	Perdido street	do.	do.	2, 700 00	
Lots	do.	do.	Johnson street	do.	do.	600 00	
Eighteen lots	do.	do.	Square 531	do.	do.	1, 800 00	
Five squares	do.	do.	Squares 544, 461, 473, 581, and 599	do.	do.	4, 000 00	
Store and warehouse	do.	Rawlins, S. W.	161 Tchoupitoulas street	do.	do.	10, 500 00	39, 700 00
Furniture	do.	do.	169 Felicite street	do.	do.	18, 000 00	
House	do.	Roach, Beny	255 Camp street	do.	do.	1, 000 00	
Garden	do.	do.	do.	do.	do.	25, 000 00	
Stable and lot	do.	do.	Treme street	do.	do.	3, 000 00	
Furniture	do.	do.	do.	do.	do.	8, 000 00	
House	do.	do.	do.	do.	do.	2, 000 00	
Vacant lot	do.	Rand, James M.	Prytania street	do.	do.	2, 000 00	
House	do.	do.	430 Carondelet street	do.	do.	2, 000 00	
Do.	do.	do.	395 St. Charles street	do.	do.	3, 000 00	
Furniture	do.	do.	185 Melpomene street	do.	do.	4, 000 00	
House	do.	do.	137 Carondelet street	do.	do.	1, 000 00	
Two lots	do.	do.	do.	do.	do.	10, 000 00	
Four lots	do.	do.	Square 156	do.	do.	10, 000 00	
House and lot	do.	do.	Thalia street	do.	do.	800 00	
House	do.	do.	390 Baronne street	do.	do.	4, 500 00	
Store and lot	do.	do.	967 Thalia street	do.	do.	2, 000 00	
House and lot	do.	Remer, D. F.	60 Carondelet street	do.	do.	66, 000 00	39, 300 00
Do.	do.	do.	do.	do.	do.	22, 000 00	
	do.	do.	Thalia street	do.	do.	3, 000 00	

Do.....	do.....	Melpomene street.....	do.....	do.....	2,000 00
House and lot.....	do.....	Carondelet street.....	do.....	do.....	93,000 00
House and lot.....	do.....	do.....	do.....	do.....	5,000 00
Furniture.....	do.....	do.....	do.....	do.....	6,500 00
Brick building.....	do.....	Annunciation street.....	do.....	do.....	7,000 00
Five tenements.....	do.....	Rampart street.....	do.....	do.....	18,000 00
Frame shanty.....	do.....	222 Melpomene street.....	do.....	do.....	20,000 00
Three brick stores.....	do.....	Canal street.....	do.....	do.....	1,000 00
One lot.....	do.....	Claiborne street.....	do.....	do.....	31,000 00
Furniture.....	do.....	do.....	do.....	do.....	3,000 00
Building.....	do.....	163 Canal street.....	do.....	do.....	3,000 00
Vacant ground.....	do.....	Claiborne street.....	do.....	do.....	3,000 00
Do.....	do.....	Square 62.....	do.....	do.....	22,000 00
Dwelling, stable, and lot.....	do.....	Square 197.....	do.....	do.....	64,500 00
Furniture.....	do.....	do.....	do.....	do.....	32,000 00
Five squares.....	do.....	Numbers 635, 636, 637, 638, and 639.....	do.....	do.....	5,000 00
House and ground.....	do.....	74 Canal street.....	do.....	do.....	60,000 00
Do.....	do.....	Common street.....	do.....	do.....	50,000 00
Do.....	do.....	170 Canal street.....	do.....	do.....	35,000 00
Vacant lots.....	do.....	Square 627.....	do.....	do.....	900 00
One square.....	do.....	Square 703.....	do.....	do.....	2,100 00
Cotton press.....	do.....	Square 24.....	do.....	do.....	12,500 00
Dwelling and stable.....	do.....	Claurt street.....	do.....	do.....	3,100 00
House and lot.....	do.....	do.....	do.....	do.....	3,000 00
Furniture.....	do.....	do.....	do.....	do.....	2,000 00
Vacant square.....	do.....	Square 1317.....	do.....	do.....	20,600 00
House and lot.....	do.....	494 Rampart street.....	do.....	do.....	50 00
Two buildings.....	do.....	Josephine street.....	do.....	do.....	1,400 00
One square.....	do.....	Square 362.....	do.....	do.....	600 00
Vacant lot.....	do.....	Josephine street.....	do.....	do.....	100 00
One square.....	do.....	Square 465.....	do.....	do.....	300 00
Do.....	do.....	Square 491.....	do.....	do.....	100 00
House and ground.....	do.....	Rampart street.....	do.....	do.....	50 00
Vacant ground.....	do.....	St. May street.....	do.....	do.....	56,000 00
House and lot.....	do.....	Esplanade street.....	do.....	do.....	9,000 00
One square.....	do.....	Square 633.....	do.....	do.....	28,000 00
Do.....	do.....	Square 634.....	do.....	do.....	200 00
One lot.....	do.....	135 Clio street.....	do.....	do.....	3,000 00
House and lot.....	do.....	St. Charles street.....	do.....	do.....	7,500 00
Furniture.....	do.....	do.....	do.....	do.....	1,500 00
Building and two lots.....	do.....	Clio street.....	do.....	do.....	800 00
One lot.....	do.....	Erato street.....	do.....	do.....	1,500 00

PROPERTY SEIZED IN LOUISIANA.

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Eight houses.....	Confiscable.....	Sewell, Edward W.....	Julia street.....	Unknown.....	Unknown.....	\$30,000 00	
Two shanties.....	do.....	do.....	Liberty street.....	do.....	do.....	2,500 00	
Two lots.....	do.....	do.....	Square 343.....	do.....	do.....	1,200 00	
One house.....	do.....	do.....	Commercial alley.....	do.....	do.....	25,000 00	
Two lots.....	do.....	do.....	Common street.....	do.....	do.....	3,000 00	
One lot.....	do.....	do.....	Canal street.....	do.....	do.....	100 00	
Do.....	do.....	do.....	Square 189.....	do.....	do.....	100 00	
One square.....	do.....	do.....	Square 203.....	do.....	do.....	1,500 00	
Two lots.....	do.....	do.....	St. May street.....	do.....	do.....	3,000 00	\$87,900 00
House.....	do.....	Steaason, John A.....	226 Carondelet street.....	do.....	do.....	10,500 00	
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,500 00	
Three brick stores.....	do.....	do.....	Front street.....	do.....	do.....	30,000 00	
Cotton press.....	do.....	Strawbridge, J. P.....	Square 30.....	do.....	do.....	18,000 00	42,000 00
Furniture.....	do.....	do.....	171 Annunciation street.....	do.....	do.....	1,000 00	
One lot.....	do.....	Stocker, W. F.....	Dryades street.....	do.....	do.....	800 00	19,000 00
Furniture.....	do.....	do.....	442 Baxter street.....	do.....	do.....	300 00	
Furniture.....	do.....	Smith, Dr. Howard.....	347 Magazine street.....	do.....	do.....		1,100 00
House and lot.....	do.....	Story, Benjamin S.....	121 Camp street.....	do.....	do.....	12,000 00	1,500 00
Two houses.....	do.....	do.....	Common street.....	do.....	do.....	36,000 00	
House and lot.....	do.....	do.....	Camp street.....	do.....	do.....	22,000 00	
Do.....	do.....	do.....	Levee street.....	do.....	do.....	14,000 00	
One lot.....	do.....	Smith, J. B. & Co.....	Magnolia street.....	do.....	do.....	6,500 00	84,000 00
Six houses.....	do.....	do.....	Levee street.....	do.....	do.....	23,000 00	
One coop'r ship and stable.....	do.....	do.....	do.....	do.....	do.....	1,200 00	
Horses and mules.....	do.....	do.....	do.....	do.....	do.....	2,000 00	
House and lot.....	do.....	Smith, S. B.....	Common street.....	do.....	do.....	1,200 00	32,700 00
Two houses.....	do.....	do.....	Levee street.....	do.....	do.....	3,000 00	
Do.....	do.....	do.....	Josephine street.....	do.....	do.....	1,200 00	
Houses.....	do.....	do.....	Rousseau street.....	do.....	do.....	2,500 00	
One house.....	do.....	do.....	Chippewa street.....	do.....	do.....	700 00	
Do.....	do.....	do.....	Washington street.....	do.....	do.....	1,000 00	
Do.....	do.....	do.....	do.....	do.....	do.....	700 00	
Furniture.....	do.....	do.....	do.....	do.....	do.....	1,000 00	
Notes, &c.....	do.....	Smith, S. B. & Co.....	Unknown.....	do.....	do.....		10,300 00
House and lot.....	do.....	Simmons, Thomas M.....	Common street.....	do.....	do.....		19,373 44
Brick building.....	do.....	Story, Sidney.....	Levee street.....	do.....	do.....	10,000 00	2,500 00

Brick store.....	do.....	Common street.....	do.....	18,000 00
Brick building.....	do.....	do.....	do.....	15,000 00
Do.....	do.....	Magazine street.....	do.....	15,000 00
Brick store.....	do.....	Canal street.....	do.....	65,000 00
Warehouse.....	do.....	Square 425.....	do.....	8,500 00
Brick house.....	do.....	Camp street.....	do.....	5,000 00
Frame building.....	do.....	35 Prytania street.....	do.....	5,000 00
Furniture.....	do.....	do.....	do.....	1,000 00
Tenement.....	do.....	41 Prytania street.....	do.....	do.....
House.....	do.....	156 Erato street.....	do.....	6,000 00
Brick store.....	do.....	56 Melpomene street.....	do.....	18,000 00
Three stores.....	do.....	56, 58, and 60 Canal street.....	do.....	110,000 00
City Hotel.....	do.....	Square 169.....	do.....	175,000 00
Furniture.....	do.....	Melpomene street.....	do.....	do.....
House and lot.....	do.....	Near City Hotel.....	do.....	10,000 00
One house.....	do.....	Tchoupitoulas street.....	do.....	17,000 00
Do.....	do.....	New Levee street.....	do.....	20,000 00
Do.....	do.....	Tchoupitoulas street.....	do.....	30,000 00
Do.....	do.....	35 Camp street.....	do.....	25,000 00
House.....	do.....	9 Charter street.....	do.....	16,000 00
Notes and papers.....	do.....	Unknown.....	do.....	do.....
Do.....	do.....	do.....	do.....	do.....
Do.....	do.....	do.....	do.....	do.....
One square.....	do.....	Square 86.....	do.....	4,000 00
House and ground.....	do.....	Orange street.....	do.....	9,000 00
One house.....	do.....	85 Perdido street.....	do.....	16,000 00
Do.....	do.....	St. Charles street.....	do.....	35,000 00
Furniture.....	do.....	do.....	do.....	5,000 00
Two slaves.....	do.....	do.....	do.....	do.....
One house.....	do.....	29 Tchoupitoulas street.....	do.....	15,000 00
Do.....	do.....	43 Carondelet street.....	do.....	20,000 00
Do.....	do.....	Canal and St. Charles streets.....	do.....	110,000 00
Do.....	do.....	St. Charles street.....	do.....	do.....
Do.....	do.....	118 Carondelet street.....	do.....	16,000 00
Do.....	do.....	120 Canal street.....	do.....	do.....
Do.....	do.....	3 St. Charles street.....	do.....	do.....
Do.....	do.....	5 St. Charles street.....	do.....	do.....
Do.....	do.....	7 St. Charles street.....	do.....	do.....
Do.....	do.....	9 St. Charles street.....	do.....	do.....
Do.....	do.....	16 Canal street.....	do.....	do.....
Twenty-five lots.....	do.....	Square 99.....	do.....	8,500 00
Twenty-two lots.....	do.....	Square 112.....	do.....	2,500 00
Twenty-four lots.....	do.....	Square 113.....	do.....	3,000 00
Ground.....	do.....	Main street.....	do.....	3,000 00
One lot.....	do.....	Esplanade street.....	do.....	600 00

217,000 00

13,000 00

118,000 00
1,588 00
1,789 81
226,307 91303,000 00
1,500 00

12,000 00

13,500 00

123,000 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Vacant lots..... Frame stable.....	Confiscable do.....	Slawson, J. B. do.....	Esplanade street. Square 31.....	Unknown ... do.....	Unknown ... do.....	\$600 00 9,000 00	\$27,200 00
Two buildings..... One square.....	do..... do.....	Stanley & Wright . do.....	Square 82..... Square 92.....	do..... do.....	do..... do.....	11,300 00 80,000 00	91,300 00 600 00
House and lot..... Two lots..... One house..... One lot..... One square..... Two lots..... Do.....	do..... do..... do..... do..... do..... do..... do.....	Strong, Henry..... St. Paul, Henry do..... do..... do..... do..... do.....	Goodchildren street. Square 58..... Magazine street Square 262..... Square 314..... Square 151..... Square 39.....	do..... do..... do..... do..... do..... do..... do.....	do..... do..... do..... do..... do..... do..... do.....	200 00 4,000 00 200 00 300 00 200 00 4,500 00	9,400 00
Three lots..... Four lots..... Eleven lots..... One lot..... One square..... Nine squares..... Six squares..... Two squares..... One square..... Three squares..... One square..... Eight squares..... One square..... Three lots, 6, 7, and 8..... Four lots, 7, 8, 9, and 10..... Four lots, 2, 3, 6, and 7..... Notes and papers.....	do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do.....	Slidell, John..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do.....	Carrollton, Louisiana, square 196, A..... Squares 199-5..... Squares 120 00..... Squares 210-88..... Squares 222 A..... Squares 224 A, B, 225 A B, 226 B, 227, and 228..... Squares 238 to 240..... Square 247..... Square 249 A..... Square 251 A B..... Square 252..... Squares 254 to 261..... Square 264..... Square 287-3..... Square 282-2..... Square 303 R..... Unknown.....	do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do.....	do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do.....	60 00 120 00 120 00 60 00 240 00 2,100 00 1,500 00 600 00 240 00 480 00 480 00 3,000 00 420 00 120 00 60 00 120 00 2,503 00	12,223 00
Cotton press and shed..... Frame dwelling..... Square and cotton press..... Brick dwelling.....	do..... do..... do..... do.....	Terrill, Richard..... do..... do..... do.....	Square 79..... 158 Chippewa street..... Square 94..... Magazine street.....	do..... do..... do..... do.....	do..... do..... do..... do.....	16,000 00 1,500 00 65,000 00 8,000 00	90,500 00
House and lot..... Furniture..... Dwelling..... Furniture..... Dwelling.....	do..... do..... do..... do..... do.....	Turnball, A. M. & B. M. do..... do..... do..... do.....	Camp street..... do..... 451 Magazine street..... do..... 262 Melpomene street.....	do..... do..... do..... do..... do.....	do..... do..... do..... do..... do.....	800 00 1,000 00 12,000 00 1,200 00 2,000 00	1,800 00

PROPERTY SEIZED IN LOUISIANA.

[illegible]

**** Aggregate 6,350 71-100.**

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
One square. Vacant lots.....	Confiscable. do.....	Wood, P. N. do.....	Square 746. Square 97.....	Unknown do.....	Unknown do.....	\$1,000 00 2,500 00	\$12,500 00
One lot.....	do.....	Wiltz, P. S. do.....	St. John street. 540 Coliseum street	do.....	do.....	1,500 00 6,000 00	
House and lot Do.....	do.....	do.....	Louisa street do.....	do.....	do.....	6,000 00 3,500 00	
One house.....	do.....	do.....	Not given. do.....	do.....	do.....	2,500 00 500 00	
Do.....	do.....	do.....	36 Louisa street do.....	do.....	do.....	300 00 1,000 00	
One square.....	do.....	do.....	Square 72. do.....	do.....	do.....	1,000 00 1,000 00	
One lot.....	do.....	do.....	Bartel street. do.....	do.....	do.....	1,500 00 500 00	
One square.....	do.....	do.....	Square 213. do.....	do.....	do.....	1,000 00 1,000 00	
One lot.....	do.....	do.....	Jean street. do.....	do.....	do.....	1,500 00 500 00	
One square.....	do.....	do.....	Square 423. do.....	do.....	do.....	1,000 00 1,000 00	
Do.....	do.....	do.....	Square 424. do.....	do.....	do.....	1,500 00 500 00	
Do.....	do.....	do.....	Square 425. do.....	do.....	do.....	1,500 00 500 00	
One lot.....	do.....	do.....	Convent street. do.....	do.....	do.....	1,000 00 1,000 00	
One square.....	do.....	do.....	Square 455. do.....	do.....	do.....	1,500 00 500 00	
Do.....	do.....	do.....	Square 392. do.....	do.....	do.....	1,000 00 500 00	
Tract of land	do.....	do.....	Bounded by Virtue, Piety, Gentilly, and upper limits.	do.....	do.....	7,000 00 2,000 00	
One lot.....	do.....	do.....	Gentilly road. do.....	do.....	do.....	1,000 00 2,000 00	
Do.....	do.....	do.....	Pauline street do.....	do.....	do.....	2,000 00 2,000 00	
Do.....	do.....	do.....	Dennis street. do.....	do.....	do.....	2,000 00 2,000 00	
One square.....	do.....	do.....	Square 314. do.....	do.....	do.....	42,800 00 43,670 68	42,800 00 43,670 68
Accounts	do.....	do.....	Unknown. do.....	do.....	do.....	51,430 07 4,500 00	51,430 07 4,500 00
Do.....	do.....	Warren & Crawford do.....	do.....	do.....	do.....	500 00 2,000 00	500 00 2,000 00
One lot.....	do.....	Warren, Gilmore & Co. do.....	do.....	do.....	do.....	800 00 2,000 00	800 00 2,000 00
Do.....	do.....	Wiltz, P. S. do.....	Bernard street. do.....	do.....	do.....	2,000 00 3,500 00	2,000 00 3,500 00
Do.....	do.....	do.....	Frenchman street. do.....	do.....	do.....	15,000 00 50,000 00	15,000 00 50,000 00
Do.....	do.....	do.....	Annette street. do.....	do.....	do.....	100,000 00 172,000 00	100,000 00 172,000 00
Do.....	do.....	do.....	Baronne street. do.....	do.....	do.....	1,000 00 1,000 00	1,000 00 1,000 00
Vacant ground.....	do.....	do.....	Melpomene street. do.....	do.....	do.....	3,300 00 172,000 00	3,300 00 172,000 00
House.....	do.....	Wade, Nathan. do.....	373 Melpomene street. do.....	do.....	do.....	1,000 00 1,000 00	1,000 00 1,000 00
Shanty.....	do.....	do.....	340 Howard street. do.....	do.....	do.....	1,000 00 1,000 00	1,000 00 1,000 00
Furniture.....	do.....	do.....	Canal street do.....	do.....	do.....	2,000 00 3,500 00	2,000 00 3,500 00
Two lots.....	do.....	Wood, Mrs. H. S. do.....	do.....	do.....	do.....	15,000 00 50,000 00	15,000 00 50,000 00
One lot.....	do.....	do.....	Maria street do.....	do.....	do.....	100,000 00 172,000 00	100,000 00 172,000 00
Premises.....	do.....	do.....	Custom House street. do.....	do.....	do.....	1,000 00 1,000 00	1,000 00 1,000 00
Do.....	do.....	do.....	Villa street. do.....	do.....	do.....	1,000 00 1,000 00	1,000 00 1,000 00
One square.....	do.....	do.....	Square 58. do.....	do.....	do.....	1,000 00 1,000 00	1,000 00 1,000 00
Vacant lot.....	do.....	Young, J. B. do.....	30 Gravier street do.....	do.....	do.....	1,000 00 1,000 00	1,000 00 1,000 00

House and lot.....	do.....	Young, James R.....	38 Gasquet street.....	do.....	10,000 00
Do.....	do.....	do.....	84 Gasquet street.....	do.....	2,000 00
Do.....	do.....	do.....	45 Villa street.....	do.....	1,200 00
Three houses and lots.....	do.....	do.....	31, 33, and 35 Custom House street.....	do.....	4,000 00
Building.....	do.....	Zacharie, J. W.....	Corner of Common and St. Charles streets.....	do.....	160,000 00
Frame house.....	do.....	do.....	270 Common street.....	do.....	1,600 00
One lot.....	do.....	do.....	Square 583.....	do.....	450 00
Two lots.....	do.....	do.....	Bona and Banks streets.....	do.....	2,000 00
Building.....	do.....	do.....	Front street.....	do.....	25,000 00
Vacant lot.....	do.....	do.....	Square 16.....	do.....	800 00
Brick house.....	do.....	do.....	Custom House street.....	do.....	1,500 00
Furniture.....	do.....	do.....	do.....	do.....	2,000 00
Vacant lot.....	do.....	do.....	Seventh street.....	do.....	800 00
One note.....	do.....	Zabat, C. L.....			194, 150 00
					57 57

JEFFERSONVILLE.

Real Estate.....	Confiscable.....	Adams, R. L.....	Square 17.....	Unknown.....	6,500 00
Do.....	do.....	Adams, W. B.....	Square 17.....	do.....	3,200 00
Do.....	do.....	Allen, W.....	Square 33.....	do.....	2,000 00
Do.....	do.....	Anderson, J. A.....	Square 44.....	do.....	5,250 00
Do.....	do.....	Aunnier, Carl.....	Square 4.....	do.....	1,350 00
Do.....	do.....	Arun, M. S.....	Square 20.....	do.....	700 00
Do.....	do.....	Armand, Frances.....	Square 44.....	do.....	800 00
Do.....	do.....	Alison, John.....	Square 78.....	do.....	800 00
Do.....	do.....	Birdes, C. C.....	Square 78.....	do.....	400 00
Do.....	do.....	Beer, James B.....	Square 72.....	do.....	800 00
Do.....	do.....	Bradford & Co.....	Square 45.....	do.....	2,400 00
Do.....	do.....	Buck, John.....	Square 7.....	do.....	3,000 00
Do.....	do.....	Brennen, William.....	Square 5.....	do.....	1,000 00
Do.....	do.....	Bed, Thomas C.....	Square 70.....	do.....	2,500 00
Do.....	do.....	Burbank.....	Square 62.....	do.....	4,000 00
Do.....	do.....	Bennett, B. J. D.....	Square 57.....	do.....	2,300 00
Do.....	do.....	Bartelette, A. W.....	Square 47.....	do.....	1,400 00
Do.....	do.....	Bilstone, A.....	Square 43.....	do.....	2,100 00
Do.....	do.....	Boyle, S.....	Square 40.....	do.....	3,000 00
Do.....	do.....	Belaine, Emile.....	Square 31.....	do.....	3,600 00
Do.....	do.....	Briggs, Charles.....	Square 27.....	do.....	200 00
Do.....	do.....	Burthvell, E.....	Square 24.....	do.....	1,600 00
Do.....	do.....	Bennett, Thomas.....	Square 17.....	do.....	400 00
Do.....	do.....	Banker, W.....	Square 17.....	do.....	400 00
Do.....	do.....	Bertrand, L.....	Square 17.....	do.....	1,400 00
Do.....	do.....	Bauner, W. W.....	Square 7.....	do.....	400 00
Do.....	do.....	Boyle, C.....	Square 6.....	do.....	150 00
Do.....	do.....	Byington, F.....	Square 116.....	do.....	150 00
Do.....	do.....	Bowling, R.....	Square 113.....	do.....	200 00
Do.....	do.....	Byington, F.....	Square 108.....	do.....	

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Real estate	Confiscable	Burke, Edward	Square 98	Unknown	Unknown	.....	\$300 00
Do.	do.	Bailey, John	Square 97	do.	do.	.....	300 00
Do.	do.	Burdell, William C	Square 92	do.	do.	.....	200 00
Do.	do.	Bailey, John	Square 91	do.	do.	.....	400 00
Do.	do.	Bailey, J. N.	Square 90	do.	do.	.....	300 00
Do.	do.	Barley, John	Square 88	do.	do.	.....	600 00
Do.	do.	Brink, Bernard	Square 83	do.	do.	.....	1,300 00
Do.	do.	Back, J. M.	Square 54	do.	do.	.....	50 00
Do.	do.	Brides, C. C.	Square 53	do.	do.	.....	1,000 00
Do.	do.	Bertrand, Eugene	Square 40	do.	do.	.....	500 00
Do.	do.	Back, John W.	Square 40	do.	do.	.....	2,000 00
Do.	do.	Berd, S.	Square 34	do.	do.	.....	750 00
Do.	do.	Boyle, Charles	Square 34	do.	do.	.....	850 00
Do.	do.	Boyle, J. R.	Square 33	do.	do.	.....	1,000 00
Do.	do.	Balch, A.	Square 33	do.	do.	.....	250 00
Do.	do.	Bennett, T. G.	Square 32	do.	do.	.....	5,500 00
Do.	do.	Belsen, Joseph	Square 31	do.	do.	.....	3,000 00
Do.	do.	Baire, John	Square 28	do.	do.	.....	1,800 00
Do.	do.	Brown, J. J.	Square 33	do.	do.	.....	600 00
Do.	do.	Bayle, Eugene	Square 23	do.	do.	.....	900 00
Do.	do.	Balckey, A.	Square 19	do.	do.	.....	625 00
Do.	do.	Bronze, T.	Square 11	do.	do.	.....	1,100 00
Do.	do.	Bochee, B.	Square 17	do.	do.	.....	1,900 00
Do.	do.	Beauvais, R.	Square 12	do.	do.	.....	1,200 00
Do.	do.	Brown, L.	Square 13	do.	do.	.....	7,500 00
Do.	do.	Brown, Amelia	Square 9	do.	do.	.....	5,500 00
Do.	do.	Back, J. M.	Square 8	do.	do.	.....	3,503 00
Do.	do.	Bram, John	Square 5	do.	do.	.....	1,550 00
Do.	do.	Bush, W.	Square 4	do.	do.	.....	1,100 00
Do.	do.	Brain, John	Square 4	do.	do.	.....	4,700 00
Do.	do.	Briston, P. H.	Square 1	do.	do.	.....	1,500 00
Do.	do.	Beauvis, Raphael	Square 1	do.	do.	.....	1,400 00
Do.	do.	Bran, John	Square A	do.	do.	.....	1,500 00
Do.	do.	Brown, C. H.	Square —	do.	do.	.....	1,000 00
Do.	do.	Bulsten, W.	Square 28	do.	do.	.....	3,600 00
Do.	do.	Bushman, J. J.	Square 26	do.	do.	.....	4,500 00
Do.	do.	Brown, W.	Square 27	do.	do.	.....	1,800 00
Do.	do.	Brown, Mrs. Clement	Square 26	do.	do.	.....	4,800 00
Do.	do.	Binney, Jacob	Square 23	do.	do.	.....	4,030 00
Do.	do.	Balster, N.	Square 5	do.	do.	.....	2,900 00
Do.	do.	Bennyorthine, J.	Square M.	do.	do.	.....	1,800 00
Do.	do.	Burke, S. G.	Square 12	do.	do.	.....	6,100 00
Do.	do.	Briggs, Charles	Square 39	do.	do.	.....	4,500 00

Do.....	do.....	Benning, Lewis.....	Square 25.....	do.....	do.....	2,800 00
Do.....	do.....	Bridge, J. E.....	Square 19.....	do.....	do.....	1,300 00
Do.....	do.....	Benson, E.....	Square 16.....	do.....	do.....	1,000 00
Do.....	do.....	Burthe, L.....	Square 3.....	do.....	do.....	3,300 00
Do.....	do.....	Blanchard, R. K.....	Square 3.....	do.....	do.....	2,700 00
Do.....	do.....	Bely, M.....	Square 3.....	do.....	do.....	1,600 00
Do.....	do.....	Clegborne, C. B.....	Square 43.....	do.....	do.....	650 00
Do.....	do.....	Chapman, J. H.....	Square 38.....	do.....	do.....	2,800 00
Do.....	do.....	Cannon, James.....	Square 14.....	do.....	do.....	2,600 00
Do.....	do.....	Classius, B.....	Square 84.....	do.....	do.....	1,000 00
Do.....	do.....	Chartusville, F.....	Square 73.....	do.....	do.....	2,800 00
Do.....	do.....	Chapman, J. W.....	Square 71.....	do.....	do.....	3,700 00
Do.....	do.....	Chaplin, J. M.....	Square 67.....	do.....	do.....	7,400 00
Do.....	do.....	Calonge, D. B.....	Square 57.....	do.....	do.....	5,500 00
Do.....	do.....	Church, M.....	Square 123.....	do.....	do.....	600 00
Do.....	do.....	Collins, Thomas.....	Square 44.....	do.....	do.....	5,000 00
Do.....	do.....	Cancier, F.....	Square 42.....	do.....	do.....	1,200 00
Do.....	do.....	Carter, I. H.....	Square 41.....	do.....	do.....	400 00
Do.....	do.....	Coffen, Charles.....	Square 40.....	do.....	do.....	250 00
Do.....	do.....	Coryig, L.....	Square 34.....	do.....	do.....	700 00
Do.....	do.....	Coughton, Loomis.....	Square 31.....	do.....	do.....	1,000 00
Do.....	do.....	Cleveland, W. L.....	Square 28.....	do.....	do.....	400 00
Do.....	do.....	Carey, James.....	Square 27.....	do.....	do.....	675 00
Do.....	do.....	Clapp, P. S.....	Square 25.....	do.....	do.....	5,000 00
Do.....	do.....	Callahan, D.....	Square 24.....	do.....	do.....	2,300 00
Do.....	do.....	Chavally, E. B.....	Square 22.....	do.....	do.....	6,600 00
Do.....	do.....	Croyette, C.....	Square 21.....	do.....	do.....	2,750 00
Do.....	do.....	Connor, Miss E.....	Square 17.....	do.....	do.....	400 00
Do.....	do.....	Cuslette, L.....	Square 15.....	do.....	do.....	5,500 00
Do.....	do.....	Croyette, C.....	Square 14.....	do.....	do.....	1,950 00
Do.....	do.....	Cutber, P.....	Square 11.....	do.....	do.....	1,000 00
Do.....	do.....	Clark, Robert.....	Square 10.....	do.....	do.....	1,100 00
Do.....	do.....	Clark, James.....	Square 8.....	do.....	do.....	750 00
Do.....	do.....	Crawford, J.....	Square 5.....	do.....	do.....	1,000 00
Do.....	do.....	Clappella, —.....	Square 61.....	do.....	do.....	2,100 00
Do.....	do.....	Chevally, E. R.....	Square 53.....	do.....	do.....	900 00
Do.....	do.....	Curner, J.....	Square 45.....	do.....	do.....	850 00
Do.....	do.....	Clark, Pat.....	Square 9.....	do.....	do.....	1,200 00
Do.....	do.....	Colfax, Miller.....	Square 8.....	do.....	do.....	550 00
Do.....	do.....	Claurine, Henry.....	Square 13.....	do.....	do.....	2,350 00
Do.....	do.....	Camlet, Owen.....	Square 1.....	do.....	do.....	600 00
Do.....	do.....	Casulier, Owen.....	Square 15.....	do.....	do.....	3,000 00
Do.....	do.....	Cooper, James.....	Square 12.....	do.....	do.....	3,900 00
Do.....	do.....	Cooper, James.....	Square 39.....	do.....	do.....	3,000 00
Do.....	do.....	Cosgreve, E.....	Square 21.....	do.....	do.....	8,500 00
Do.....	do.....	Cooper, W. A.....	Square 19.....	do.....	do.....	2,400 00
Do.....	do.....	Conway, E.....	Square 16.....	do.....	do.....	4,000 00
Do.....	do.....	Conley, John.....	Square 15.....	do.....	do.....	4,600 00
Do.....	do.....	Chapotin, Charles.....	Square 9.....	do.....	do.....	12,000 00
Do.....	do.....	Chapotin, Henry.....				
Do.....	do.....	Cunningham, W.....				
Do.....	do.....	Church, M. E.....				

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Real estate	Confiscable	Davis, F. H.	Square 73	Unknown	Unknown	.....	\$500 00
Do	do	Drew, W. M.	Square 61	do	do	.....	1,200 00
Do	do	Darling, F.	Square 34	do	do	.....	2,400 00
Do	do	Devangalis, A.	Square 9	do	do	.....	1,000 00
Do	do	Denegre, W. O.	Square 3	do	do	.....	4,000 00
Do	do	Derick, M.	Square 76	do	do	.....	1,900 00
Do	do	Belacy, William	Square 52	do	do	.....	1,000 00
Do	do	Duncan, L. C.	Square 36	do	do	.....	1,500 00
Do	do	Dyas, Robert	Square 31	do	do	.....	1,800 00
Do	do	Dieuer, L.	Square 14	do	do	.....	4,600 00
Do	do	Dennis, L. A.	Square 2	do	do	.....
Do	do	do	Square 3	do	do	.....	\$3,100 00
Do	do	do	Square D	do	do	.....	3,500 00
Do	do	do	Square C	do	do	.....	1,700 00
Do	do	Dronett, L. F.	Square 114	do	do	450 00	11,900 00
Do	do	do	Square 107	do	do	200 00	
Do	do	Davis, S. H.	Square 109	do	do	.....	650 00
Do	do	Darling, Francis	Square 78	do	do	.....	200 00
Do	do	Delpervit, C. D.	Square 66	do	do	.....	650 00
Do	do	Davis, Wm. C.	Square 56	do	do	.....	1,750 00
Do	do	Dumeron, J. D.	Square 51	do	do	.....	800 00
Do	do	Denkson, A.	Square 39	do	do	.....	5,000 00
Do	do	Durain	Square 17	do	do	.....	1,200 00
Do	do	Dillingham, May E.	Square 16	do	do	.....	1,000 00
Do	do	Dover, F.	Square 14	do	do	.....	8,500 00
Do	do	Dolsen, G. L.	do	do	do	.....	1,800 00
Do	do	Davis, H. S.	Square 50	do	do	.....	4,000 00
Do	do	Davis, G.	do	do	do	.....	700 00
Do	do	Duncan, C. L.	Square 47	do	do	.....	2,000 00
Do	do	Davis, H. S.	Square 2	do	do	.....	2,250 00
Do	do	Dowler, M. M.	Square 1	do	do	.....	2,400 00
Do	do	Diblen, H. F.	Square 20	do	do	.....	1,900 00
Do	do	Deyne, Francois	Square 16	do	do	.....	2,700 00
Do	do	Dameron, James	Square 14	do	do	.....	2,500 00
Do	do	Deblieux, F. W.	Square 10	do	do	.....	5,500 00
Do	do	Dennett, L. S.	Square 29	do	do	.....	2,000 00
Do	do	Denzey, Francis	Square 57	do	do	.....	2,800 00
Do	do	do	Square 56	do	do	.....
Do	do	do	Square 55	do	do	.....	5,700 00
Do	do	do	Square 54	do	do	.....	50 00
Do	do	do	Square 51	do	do	.....	100 00
Do	do	do	do	do	do	.....	200 00
Do	do	do	do	do	do	.....	2,000 00
Do	do	do	do	do	do	.....	800 00

Do.	do.	Square 50.	do.	200 00
Do.	do.	Square 49.	do.	200 00
Do.	do.	Square 47.	do.	600 00
Do.	do.	Square 45.	do.	1,000 00
Do.	do.		do.	12,200 00
Do.	do.			
Do.	do.	Square 26.	do.	20,450 00
Do.	do.	Square 3.	do.	2,400 00
Do.	do.	do.	do.	6,600 00
Do.	do.	do.	do.	4,400 00
Do.	do.	Square 2.	do.	
Do.	do.		do.	600 00
Do.	do.	Square B.	do.	13,000 00
Do.	do.	Square 5.	do.	2,000 00
Do.	do.	Square 4.	do.	16,000 00
Do.	do.		do.	4,500 00
Do.	do.		do.	3,800 00
Do.	do.	Square 6.	do.	
Do.	do.	do.	do.	39,900 00
Do.	do.	Square 4.	do.	3,300 00
Do.	do.	Square 12.	do.	2,600 00
Do.	do.	Square 9.	do.	2,650 00
Do.	do.	Square 7.	do.	2,600 00
Do.	do.	Square 10.	do.	13,000 00
Do.	do.	Square 70.	do.	5,200 00
Do.	do.	Square 18.	do.	12,000 00
Do.	do.	Square 32.	do.	600 00
Do.	do.	Square 21.	do.	1,300 00
Do.	do.	do.	do.	3,750 00
Do.	do.		do.	1,000 00
Do.	do.		do.	400 00
Do.	do.	Square 4.	do.	
Do.	do.	Square 32.	do.	1,400 00
Do.	do.	Square 9.	do.	800 00
Do.	do.	Square 8.	do.	2,400 00
Do.	do.	Square 6.	do.	6,600 00
Do.	do.	Square 82.	do.	650 00
Do.	do.	Square 83.	do.	400 00
Do.	do.	Square 81.	do.	1,400 00
Do.	do.	Square 34.	do.	1,560 00
Do.	do.	Square 33.	do.	1,400 00
Do.	do.	do.	do.	250 00
Do.	do.		do.	750 00
Do.	do.	Square 17.	do.	1,600 00
Do.	do.	do.	do.	2,400 00
Do.	do.	Square 7.	do.	950 00
Do.	do.	Square 61.	do.	850 00
Do.	do.	Square 1.	do.	450 00
Do.	do.	Square 39.	do.	600 00
Do.	do.	Square 20.	do.	1,400 00
Do.	do.	do.	do.	1,800 00
Do.	do.	Square 19.	do.	13,000 00
Do.	do.	Square 9.	do.	3,400 00
Do.	do.	Gouldle, J. H.	do.	1,100 00
Do.	do.		do.	2,400 00
Do.	do.		do.	11,000 00
Do.	do.		do.	
Do.	do.	Faush, John	do.	
Do.	do.	Frosh, Frederick	do.	
Do.	do.	Frederick, G. S.	do.	
Do.	do.	Fuesin, M.	do.	
Do.	do.	Fratsburg, John	do.	
Do.	do.	Fink, Davis	do.	
Do.	do.	Foreman, A.	do.	
Do.	do.	Fink, Davis	do.	
Do.	do.	Front, G. F. & C. C.	do.	
Do.	do.	Fabre, Francis	do.	
Do.	do.	Fli g, Edward	do.	
Do.	do.	Fyk, W.	do.	
Do.	do.	Fabre, Francis	do.	
Do.	do.	Fortier, H.	do.	
Do.	do.	Freret, G. A.	do.	
Do.	do.	Fortier, D.	do.	
Do.	do.	Freshe, M.	do.	
Do.	do.	Fuller, E.	do.	
Do.	do.	Frett, James B.	do.	
Do.	do.	Fuller, E.	do.	
Do.	do.	Frett, James B.	do.	
Do.	do.	Fagot, John	do.	
Do.	do.	Gouldle, J. H.	do.	

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Real estate	Confiscable	Gillespie, R. H.	Square 40	Unknown	Unknown	.....	\$1,500 00
Do	do	Gourol	Square 25	do	do	.....	160 00
Do	do	Guine, J. W.	Square 44	do	do	.....	750 00
Do	do	Glory, Richard	Square 31	do	do	.....	2,800 00
Do	do	Gruff, Davis	Square 9	do	do	.....	1,000 00
Do	do	Gidiet, J. J.	Square 57	do	do	.....	1,400 00
Do	do	do	Square 41	do	do	.....	3,000 00
Do	do	Gardner, G. W.	Square 35	do	do	.....	750 00
Do	do	Garaid, E.	Square 33	do	do	.....	1,250 00
Do	do	Gardner, S.	Square 29	do	do	.....	1,400 00
Do	do	Grause, Philip	Square 23	do	do	.....	400 00
Do	do	Goble, A.	Square 20	do	do	.....	250 00
Do	do	Gariche, Adam	Square 4	do	do	.....	1,700 00
Do	do	Gortte, August	Square 5	do	do	.....	1,000 00
Do	do	Gribies, Joseph	Square 18	do	do	.....	850 00
Do	do	Guillotte, J.	Square 19	do	do	.....	3,500 00
Do	do	Giner, A.	Square 15	do	do	.....	3,000 00
Do	do	Hollyman, G.	Square 90	do	do	.....	.....
Do	do	do	Square 84	do	do	.....	\$100 00
Do	do	do	do	do	do	.....	400 00
Do	do	Hawkins, S. G.	Square 70	do	do	.....	500 00
Do	do	Heesbert, L.	Square 63	do	do	.....	800 00
Do	do	Holmes, Henry	Square 57	do	do	.....	22,000 00
Do	do	Halbert, L.	Square 55	do	do	.....	3,000 00
Do	do	Hervig, E. C.	Square 45	do	do	.....	5,500 00
Do	do	Harrison, L.	Square 8	do	do	.....	4,000 00
Do	do	Reckery, D.	Square 84	do	do	.....	4,800 00
Do	do	Harr, John	Square 74	do	do	.....	100 00
Do	do	Hutchingson, G.	Square 49	do	do	.....	900 00
Do	do	Hawkins, G. E.	Square 47	do	do	.....	3,509 00
Do	do	Hughes, Edwin	Square 44	do	do	.....	1,200 00
Do	do	Hagerty, J. D.	Square 39	do	do	.....	750 00
Do	do	Hutchington, A. W.	Square 30	do	do	.....	1,300 00
Do	do	Hecker, F.	Square 27	do	do	.....	2,150 00
Do	do	Hudor, John	Square 25	do	do	.....	2,300 00
Do	do	Hall, W. H.	Square 17	do	do	.....	3,000 00
Do	do	Hoffman, A.	Square 74	do	do	.....	1,900 00
Do	do	Harmon, C. H.	Square 70	do	do	.....	4,400 00
Do	do	Hyers, Edwin	Square 56	do	do	.....	1,200 00
Do	do	Hanson, P. T.	Square 48	do	do	.....	5,000 00
Do	do	Hanson, B. S.	Square 49	do	do	.....	1,200 00
Do	do	Harris, M.	Square 41	do	do	.....	600 00
Do	do	Honerman, H.	Square 40	do	do	.....	280 00
Do	do	do	do	do	do	.....	700 00

Do	do	Square 29	do	do	1,800 00
Do	do	Harron, L	do	do	4,100 00
Do	do	Holmes, John	do	do	1,500 00
Do	do	Honerman, H	do	do	1,200 00
Do	do	Hollinger, T	do	do	3,000 00
Do	do	Holmes, H	do	do	400 00
Do	do	Haizer, Peter	do	do	2250 00
Do	do	Henderson, G. W	do	do	650 00
Do	do	Harrison, Benj	do	do	1,600 00
Do	do	Holstrip, C	do	do	1,250 00
Do	do	Hyman, M. H	do	do	300 00
Do	do	Holmes, W	do	do	3,250 00
Do	do	Harris, R. H	do	do	2,400 00
Do	do	Jennings, N. J	do	do	1,200 00
Do	do	Jennings, W. K	do	do	1,200 00
Do	do	Jennings, N. R	do	do	1,400 00
Do	do	Jackson, W. L	do	do	1,200 00
Do	do	Jacobs, J. A. W	do	do	1,270 00
Do	do	Jarvis, H. P	do	do	1,200 00
Do	do	Jackson, J	do	do	8,200 00
Do	do	Johnson, P. J. and J. M	do	do	1,300 00
Do	do	Johnson, Mrs. J. M	do	do	1,000 00
Do	do	Jalten, C	do	do	1,500 00
Do	do	Jessups, A. A	do	do	1,850 00
Do	do	Jennings, T	do	do	2,200 00
Do	do	Jones, R	do	do	7,600 00
Do	do	Jones, O. E	do	do	4,200 00
Do	do	Jones, Alfred	do	do	4,500 00
Do	do	Lotspell, B. F	do	do	5,400 00
Do	do	do	do	do	1,200 00
Do	do	do	do	do	2,200 00
Do	do	Lenaistier, C	do	do	3,400 00
Do	do	Lavillebeaeroe, J. W	do	do	3,000 00
Do	do	do	do	do	500 00
Do	do	do	do	do	500 00
Do	do	do	do	do	4,000 00
Do	do	Lirandi, J. E	do	do	5,000 00
Do	do	Lorey, H. E	do	do	2,500 00
Do	do	Ledoux, A	do	do	1,000 00
Do	do	Levy, S. L. & E. L	do	do	600 00
Do	do	do	do	do	2,400 00
Do	do	do	do	do	900 00
Do	do	do	do	do	2,000 00
Do	do	Ladoux, L. A	do	do	1,500 00
Do	do	Levy, S. L. & E. L	do	do	2,500 00
Do	do	Lee, William	do	do	120 00
Do	do	Levy, John	do	do	130 00
Do	do	Lacort, James	do	do	560 00
Do	do	Levy, L	do	do	2,500 00
Do	do	Leonard, Patrick	do	do	3,500 00
Do	do	Larinque, W	do	do	200 00
Do	do	Landy, Mrs. Lucinda	do	do	1,550 00
Do	do	Lodge, Andrew	do	do	500 00
Do	do	Square 27	do	do	675 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Real estate	Confiscable	Louie, J.	Square 21	Unknown	Unknown	.....	\$1,000 00
Do.	do.	Love, D.	Square 19	do.	do.	.....	600 00
Do.	do.	Lunday, J. W.	Square 7	do.	do.	.....	2,200 00
Do.	do.	Lundey, N.	do.	do.	do.	.....	1,100 00
Do.	do.	Lorron, W.	Square 6	do.	do.	.....	1,000 00
Do.	do.	Leblanc, S.	Square 4	do.	do.	.....	700 00
Do.	do.	Linzo, F. J.	Square 2	do.	do.	.....	5,700 00
Do.	do.	Lane, L. N.	Square H	do.	do.	.....	26,400 00
Do.	do.	Levy, S. L. & E. L.	Square 58	do.	do.	.....	4,500 00
Do.	do.	Lowe, J. F.	Square 56	do.	do.	.....	1,000 00
Do.	do.	Levy, C. L.	Square 48	do.	do.	.....	600 00
Do.	do.	Leeke, A.	Square 38	do.	do.	.....	6,000 00
Do.	do.	Landun, E.	Square 25	do.	do.	.....	2,500 00
Do.	do.	Leil, F.	Square 1	do.	do.	.....	4,200 00
Do.	do.	Lonsdale, H. T.	Square 13	do.	do.	.....	3,400 00
Do.	do.	Leblanc, F.	Square 47	do.	do.	.....	1,000 00
Do.	do.	Ledoux, N.	Square 40	do.	do.	.....	2,700 00
Do.	do.	Lablanc, T.	Square 47	do.	do.	.....	4,500 00
Do.	do.	Loyon, G. H.	Square 41	do.	do.	.....	400 00
Do.	do.	Moore, Mrs. M.	Square 20	do.	do.	.....	2,400 00
Do.	do.	Marr, James E.	Square 21	do.	do.	.....	1,400 00
Do.	do.	Mercilion, P.	Square 25	do.	do.	.....	1,800 00
Do.	do.	May, —	Square 22	do.	do.	.....	1,100 00
Do.	do.	Musser, J.	Square M.	do.	do.	.....	1,200 00
Do.	do.	Mayer, J.	Square 41	do.	do.	.....	400 00
Do.	do.	Meyerman, A. F.	Square 21	do.	do.	.....	2,400 00
Do.	do.	Moryne, T. G.	Square 27	do.	do.	.....	1,400 00
Do.	do.	Malhou, J. L.	Square 28	do.	do.	.....	1,200 00
Do.	do.	Malven, E.	do.	do.	do.	.....	900 00
Do.	do.	Metcalf, J.	Square 29	do.	do.	.....	4,800 00
Do.	do.	Miller, George	Square 34	do.	do.	.....	500 00
Do.	do.	Meheil, J.	do.	do.	do.	.....	900 00
Do.	do.	Morton, P.	Square 47	do.	do.	.....	2,000 00
Do.	do.	Meyers, M.	Square 53	do.	do.	.....	1,300 00
Do.	do.	Masback, George	do.	do.	do.	.....	425 00
Do.	do.	Merick, P. S.	Square 58	do.	do.	.....	10,000 00
Do.	do.	Moise, E. W.	Square 68	do.	do.	.....	5,000 00
Do.	do.	Micklisoim, Mary	Square 69	do.	do.	.....	600 00
Do.	do.	Metcalf, G. D.	Square 94	do.	do.	.....	100 00
Do.	do.	Meyer, Frank	Square 7	do.	do.	.....	650 00
Do.	do.	Micholson, J. H.	Square 26	do.	do.	.....	1,400 00
Do.	do.	Metcalf, G. D.	Square 28	do.	do.	.....	1,600 00
Do.	do.	do.	Square 30	do.	do.	.....	1,200 00

Do	Madge, N. C.	Square 34	do	1,650 00
Do	Metcalf, G. D.	Square 37	do	3,000 00
Do	Mitchell, Francis	Square 40	do	3,750 00
Do	Miltonberge, N.	Square 41	do	1,500 00
Do	Minstre, C.	Square 49	do	1,000 00
Do	Miller, J. M.	Square 70	do	1,050 00
Do	Mitchell, J. J.	Square 38	do	1,500 00
Do	Michols, B. F.	Square 79	do	100 00
Do	Mc'Oree, W.	Square 5	do	400 00
Do	Metcalf, G. D.	Square 29	do	4,800 00
Do	Mulen, L.	Square 27	do	1,600 00
Do	Metcalf, G. D.	Square 19	do	1,300 00
Do	do	Square 18	do	450 00
Do	Meier, M. W.	Square 13	do	1,800 00
Do	Micken, C.	Square 8	do	1,100 00
Do	Muniot, A.	Square 5	do	1,150 00
Do	Manicle, F.	Square 76	do	1,400 00
Do	Meltenburg, A.	Square 63	do	2,700 00
Do	Muston, P. B.	Square 60	do	5,600 00
Do	Miltham, J.	Square 46	do	1,500 00
Do	Mathings, Edward	Square 10	do	1,400 00
Do	Mitchell, C. S.	Square 11	do	2,000 00
Do	Pearson, J. H.	Square 86	do	800 00
Do	do	Squares 82, 83	do	400 00
Do	do	Square 80	do	500 00
Do	Pearson, J. A.	Square 77	do	800 00
Do	do	Square 74	do	1,600 00
Do	Pearson, J. H.	Square 71	do	4,500 00
Do	Picker, S.	Square 41	do	500 00
Do	Pearson, J. O.	Square 6	do	7,000 00
Do	Pearson, J. A.	Square A	do	2,000 00
Do	Pitkin, Robert.	Square 71	do	1,000 00
Do	Payan, A. L.	Square 67	do	1,500 00
Do	Patterson, E. A.	Square 56	do	1,400 00
Do	Phin, William	Square 42	do	3,600 00
Do	Phrien, M.	Square 34	do	1,200 00
Do	Prin, W.	Square 33	do	600 00
Do	Pheen, M.	Square 32	do	1,200 00
Do	Pie, Dean.	Square 28	do	10,500 00
Do	Pranbe, L. L.	Square 20	do	7,500 00
Do	Pitkin, Robert.	Square 21	do	1,000 00
Do	Perry, M.	Square 72	do	8,500 00
Do	Pillman, R. M.	Square 70	do	600 00
Do	Peters, S. J.	Square 59	do	2,350 00
Do	Phillips, —	Square 53	do	4,000 00
Do	Poor, A.	Square 39	do	550 00
Do	Pacars, M.	Square 35	do	1,600 00
Do	Pligue, Philip	Square 33	do	1,200 00
Do	Pope, G. W.	Square 32	do	1,900 00
Do	Pomeroy, E. H.	Square 23	do	2,200 00
Do	Pickelcts, J. B.	Square F.	do	
Do	Popopson, E.	Square 56	do	

PROPERTY SEIZED IN LOUISIANA.

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Real estate.	Confiscable	Peace, G. M. P.	Square 13.	Unknown	Unknown	.....	\$5, 500 00
Do.	do.	Pierr, Wm.	Square 36	do.	do.	.....	350 00
Do.	do.	Perin, Frank	Square 31	do.	do.	.....	600 00
Do.	do.	Pierron, B.	Square 18.	do.	do.	.....	1, 800 00
Do.	do.	Phelps, Mrs. A. S.	Square 9	do.	do.	.....	2, 400 00
Do.	do.	Palfrey, W. W.	Square 8	do.	do.	.....	2, 400 00
Do.	do.	Ruff, Bostin	Square 5.	do.	do.	.....	1, 200 00
Do.	do.	Rusha, Edwin	Square 5.	do.	do.	.....	450 00
Do.	do.	Roberson, Thomas	Square 38.	do.	do.	.....	750 00
Do.	do.	Rice, J.	Square 10.	do.	do.	.....	650 00
Do.	do.	Rope, G. W.	Square 103.	do.	do.	.....	100 00
Do.	do.	Randell, M. C.	Square 92.	do.	do.	.....	200 00
Do.	do.	Railey, J. M.	Square 90.	do.	do.	.....	300 00
Do.	do.	Rolchinquee, N	Square 37.	do.	do.	.....	1, 100 00
Do.	do.	Rock, T.	Square 20.	do.	do.	.....	550 00
Do.	do.	Revelu, L.	Square 20.	do.	do.	.....	600 00
Do.	do.	Robinford, W	Square 14.	do.	do.	.....	1, 000 00
Do.	do.	Robertson, S.	Square J	do.	do.	.....	350 00
Do.	do.	Rock, J. M.	Square C	do.	do.	.....	900 00
Do.	do.	Rickhanly, D. M.	Square 72	do.	do.	.....	700 00
Do.	do.	Roberson, J. M.	Square 42.	do.	do.	.....	1, 000 00
Do.	do.	Rock, L.	Square 28.	do.	do.	.....	1, 200 00
Do.	do.	Rumford, E. J.	Square 25.	do.	do.	.....	3, 000 00
Do.	do.	Race, G. M.	Square 17.	do.	do.	.....	2, 900 00
Do.	do.	Randolph, E. J	Square 10.	do.	do.	.....	2, 000 00
Do.	do.	Rice, Philip.	Square 39.	do.	do.	.....	1, 800 00
Do.	do.	Rice, Augustus	Square 28.	do.	do.	.....	1, 300 00
Do.	do.	Schlerck, W.	Square 21.	do.	do.	.....	80 00
Do.	do.	Steheld, G. F.	Square 23.	do.	do.	.....	800 00
Do.	do.	Slatter, F. L.	Square 30.	do.	do.	.....	600 00
Do.	do.	Slatter, F. S.	Square 32.	do.	do.	.....
Do.	do.	do.	Square 35.	do.	do.	.....	\$3, 500 00
Do.	do.	do.	Square 38.	do.	do.	.....	350 00
Do.	do.	do.	Square 52.	do.	do.	.....	200 00
Do.	do.	do.	Square 53.	do.	do.	.....	300 00
Do.	do.	Stewman, Charles	Square 7.	do.	do.	.....	4, 350 00
Do.	do.	Slater, F. S.	Square 52.	do.	do.	.....	1, 400 00
Do.	do.	do.	Square 53.	do.	do.	.....	200 00
Do.	do.	do.	do.	do.	do.	.....	300 00
Do.	do.	Simpson, E.	Square 39.	do.	do.	.....	500 00
Do.	do.	Springer, E.	Square 29.	do.	do.	.....	500 00
Do.	do.	do.	do.	do.	do.	.....	4, 900 00

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Real estate	Confiscable.	Voisin, D. A.	Square 5	Unknown	Unknown	\$1,850 00	
Do.	do.	do.	Square 6	do.	do.	6,000 00	
Do.	do.	do.	Square 7	do.	do.	4,800 00	
Do.	do.	do.	Square 9	do.	do.	4,000 00	
Do.	do.	do.	Square 10	do.	do.	4,400 00	
Do.	do.	do.	Square 11	do.	do.	2,500 00	
Do.	do.	do.	Square 15	do.	do.	1,500 00	
Do.	do.	do.	Square 16	do.	do.	1,000 00	
Do.	do.	do.	Square 18	do.	do.	850 00	
Do.	do.	do.	Square 19	do.	do.	2,700 00	
Do.	do.	do.	Square 21	do.	do.	2,700 00	
Do.	do.	do.	Square 22	do.	do.	2,700 00	
Do.	do.	do.	Square 23	do.	do.	3,000 00	
Do.	do.	do.	Square 24	do.	do.	3,000 00	
Do.	do.	do.	Square 25	do.	do.	5,500 00	
Do.	do.	do.	Square 26	do.	do.	4,000 00	
Do.	do.	do.	Square 27	do.	do.	3,000 00	
Do.	do.	do.	Square 28	do.	do.	3,000 00	
Do.	do.	do.	Square 10	do.	do.	1,400 00	
Do.	do.	do.	Square 63	do.	do.	3,000 00	
Do.	do.	do.	Square 64	do.	do.	3,800 00	
Do.	do.	Walker, William	Square 91	do.	do.		\$60,700 00
Do.	do.	Williamson, Jerry	Square 81	do.	do.		100 00
Do.	do.	Williamson, Jerry	Square 76	do.	do.		200 00
Do.	do.	Winston, T. B.	Square 66	do.	do.		400 00
Do.	do.	Williamson, Jerry	Square 43	do.	do.		1,210 00
Do.	do.	Wood, David	Square 9	do.	do.		1,350 00
Do.	do.	Wedesting, F.	Square 7	do.	do.		1,100 00
Do.	do.	Williamson, Jerry	Square 95	do.	do.	100 00	
Do.	do.	do.	Squares 99 and 97	do.	do.	150 00	
Do.	do.	do.		do.	do.	1,150 00	
Do.	do.	Wynan, W. L.	Square 63	do.	do.		1,300 00
Do.	do.	Williamson, Jerry	Square 58	do.	do.		8,200 00
Do.	do.	do.	Square 51	do.	do.	10,000 00	
Do.	do.	do.		do.	do.	2,150 00	
Do.	do.	Wilson, W. C.	Square 38	do.	do.		1,150 00
Do.	do.	Walker, T. F.	Square 38	do.	do.		1,650 00
Do.	do.	West, W.	Square 17	do.	do.		750 00
Do.	do.	Wolfe, Philip	Square 7	do.	do.		1,300 00
Do.	do.	Wastenonth, J.	Square 6	do.	do.		1,600 00
Do.	do.	Winter, M.	Square B	do.	do.		1,750 00
Do.	do.			do.	do.		500 00

Do	do	West, John.	Square 67.	do	1,250 00
Do	do	Wall, J. S.	Square 55.	do	1,900 00
Do	do	Weidner, Daniel.	Square 40.	do	2,000 00
Do	do	Williamson, J.	Square 39.	do	1,000 00
Do	do	Wasten, S. F.	Square 23.	do	1,900 00
Do	do	West, J. B.	Square 20.	do	1,700 00
Do	do	Westham, H.	Square 19.	do	750 00
Do	do	Westin, M.	Square 17.	do	1,000 00
Do	do	Windlum, E.	Square 10.	do	1,000 00
Do	do	Walsh, J.	Square 5.	do	400 00
Do	do	Walsh, J.	Square 4.	do	800 00
Do	do	Walker, J. E.	Square J.	do	1,850 00
Do	do	Wood, T. L.	Square 47.	do	1,850 00
Do	do	Wilson, C. W.	Square 44.	do	2,250 00
Do	do	Ware, William	Square 29.	do	4,200 00
Do	do	World, N. S.	Square 23.	do	3,000 00
Do	do	Weitzel, William	Not stated.	do	1,250 00
Do	do	Williamson, Jerry.	Square 27.	do	2,000 00
Do	do	do	Square 33.	do	500 00
Do	do	do	Square 34.	do	500 00
Do	do	do	Square 39.	do	200 00
Do	do	do	Square 40.	do	200 00
Do	do	do	Square 41.	do	100 00
Do	do	Wilson, C. W.	Square 13.	do	3,400 00
Do	do	Wilbur, J.	Square A.	do	14,800 00
Do	do	Wilson, C. W.	Square 12.	do	2,700 00
Do	do	Young, George C.	Square 13.	do	1,800 00
Do	do	Young, N.	Square 75.	do	1,350 00
Do	do	Zimmerman, W. H.	Square 24.	do	1,500 00
Do	do			do	600 00

MISCELLANEOUS.

Cotton	Seized.	Alder, Moses	New Iberia, Louisiana.	Unknown	Unknown	\$19,142 00
Sugar	do	do	do	do	do	891 00
Steamer Bee*	Captured	Baird & Keller.		May 16, 1863	do	
Plantation.	Abandoned	Bisland, John R.	Parish of Terrebonne	Unknown	do	
Do	do	Bisland, William A.	do	do	do	
Do	do	Brown, J. M.	Parish of Ascension.	do	do	
Do	do	Benton, William	Parish of Lafourche.	do	do	
Do	do	Bragg, Braxton	do	do	do	
Do	do	Brashear, N. P.	Parish of St. Mary	do	do	
Do	do	Brown, A. H.	Unknown	Feb., 1865	do	
Steamer Tampicot	Seized	Bodenheimer, Henry & Co	New Orleans	Unknown	do	
Bank accounts.	do					
						\$20,033 00

* Vessel restored March 9, 1863, by Colonel J. G. Chandler. Claim for service amounting to \$20,700 referred by Third Auditor, rejected by this office.

† Vessel restored March, 1866, by Quartermaster's Department, on order of General Sheridan.

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Real estate	Seized.	Buddington, Henry I.	New Orleans	Unknown	Unknown	.....
Wharves and warehouses	do.	Ballister, Joseph	do	do	do	.....
Barge*	do.	Broth & Davis	Unknown	do	do	.....
Sch'r Frederiek 2d†	do.	Cuno, A.	Not stated	May 12, 1865	do	.....
Brig Island Belle†	do.	Cochrane, A. F.	do	May 24, 1865	do	.....
Plantation.	Abandoned.	Cocke, Thomas	Parish of St. Mary	Unknown	do	.....
Do	do.	Collins, Henry	Parish of Terrebonne	do	do	.....
Do	do.	Celeste, Prent.	Parish of Terrebonne	do	do	.....
Do	do.	Cage, A. G. & D. S.	do	do	do	.....
Do	do.	Cage, A. G.	do	do	do	.....
Do	do.	Cage, D. S.	do	do	do	.....
Cotton	Seized.	Donato, Cornelius	Parish of St. Landry	do	do	.....
Sash factory and mach'y.	do.	Davidson, John	New Orleans	do	do	.....
Real estate	do.	DeChappelle, Mdme G. L. B.	Carrollton	do	do	.....
Plantation.	Abandoned.	Davis,	Parish of St. Charles	do	do	.....
Do	do.	Doyle, Henry	Parish of Ascension	do	do	.....
Do	do.	Ellis, T. T.	Parish of St. Mary	do	do	.....
Do	do.	do	do	do	do	.....
Do	do.	do	do	do	do	.....
Do	do.	do	do	do	do	.....
Do	do.	do	do	do	do	.....
Do	do.	do	do	do	do	.....
Cotton	Seized.	Gibbs, C. W.	Trinity	do	do	.....
Do	do.	Gibbens, J. H.	Port Hudson	do	do	.....
Plantation.	Abandoned.	Gillen & Gary	Parish of Lafourche	do	do	.....
Steamer W. B. Savory†	Captured.	Greand, John	do	June 2, 1862	do	.....	\$3,500 00
Steamer Starlight†	do.	Hays, Barclay	Unknown	May 26, 1863	do	.....
Steamer J. Berryville.	do.	Hunt, Charles F.	do	Ap. or M'y '63	do	.....
Schooner Helena†	Seized.	Huntington, B. M.	do	Nov. 17, 1863	do	.....
Cotton	do.	Henderson, Henry	Parish of Feliciana	Unknown	do	.....
Plantation.	Abandoned.	Jamison, ———	Parish of Lafourche	do	do	.....
Do	do.	Johnson, L. L.	do	do	do	.....
Do	do.	Kenner, D. F.	Parish of Ascension	do	do	.....
Do	do.	do	do	do	do	.....
Do	do.	Launax, Madam Davis	Parish of St. Charles	do	do	.....
Do	do.	Landry, Traseniond	Parish of Ascension	do	do	.....
Do	do.	do	do	do	do	.....
Do	do.	Lee, ———	Parish of Orleans	do	do	.....
Do	do.	Landry, Traseniond.	Parish of Ascension	do	do	.....
Do	do.	Martin, A. H.	Opelousas.	do	do	.....
Cotton	Seized.	Murry & Naphens	Parish of St. Charles	do	do	.....
Steamer Alice Dell**	do.	Mayronne, ———	do	June 7, 1865	do	.....
Plantation	Abandoned.	do	Unknown	Unknown	do	.....	24,606 76
Do	do.	Manning, L. L.	Parish of Ascension	do	do	.....

Do.....	do.....	Martin, James	do.....	do.....	do.....
Railroad††	Seized	N. Orleans, Jackson, and Gr't Northern R. R. Co.	Unknown	Jan. 30, 1863	do
Do††	do.....	N. Orleans, Opelousas, and Gr't Western R. R. Co.	do	Jan. —, 1863	do
Plantation	Abandoned	Payne, ———	Parish of St. Charles	do	do
Do	do.....	Pugh, R.	Parish of Lafourche	do	do
Steamer A. G. Brown§§	Seized	Portevant, J.	do	Year 1862	do
Plantation	Abandoned	Quitman J. H.	Parish of Terrebonne	Unknown	do
Cotton	Seized	Rouche, Benjamin	New Orleans	do	do
Plantation	Abandoned	Robinson, J. B.	Parish of Terrebonne	do	do
Do	do.....	Rost, P. A.	Parish of St. Charles	do	do
Steamer W. Burton	Captured	Shannon, J. R.	Unknown	Apr. 23, 1862	do
Plantation	Abandoned	Saunders & Daniels	Parish of St. Mary	Unknown	do
Steamer J. D. Swan||||	do.....	Saunders, E. E.	do	Apr. 21, 1864	do
Cotton	Seized	Seguera, W. F.	New Orleans	Unknown	do
Sugar	do	Searight & Furman	do	do	do
Cotton	do.....	Tibbets, H. B.	Carroll parish	do	do
Brig Kodiack††	do.....	Talbot, F. & Co.	Unknown	Aug. 7, 1865	do
Plantation	Abandoned	Tarleton, John	Parish of St. Mary	Unknown	do
Do	do.....	do	do	do	do
Do	do.....	Taylor, Richard	Parish of St. Charles	do	do
Do	do.....	Tucker, J. M.	Parish of Lafourche	do	do
Do	do.....	Tucker, George	do	do	do
Do	do.....	Tucker, R. & J. H.	do	do	do
Do	do.....	Vincent, Mme	Parish of St. Mary	do	do
Do	do.....	Ventress, James A.	Parish of Ascension	do	do
Do	do.....	Vick, Colonel Thomas	Parish of Lafourche	do	do
Cotton	Seized	Vert George	New Orleans	do	do
Schooner Chief***	do.....	White, William	do	do	do
Plantation	Abandoned	Wafford, J.	Parish of St. Mary	June 14, 1865	do
Do	do.....	Williams, John	Parish of Lafourche	do	do
Steamer Cornieth†	Captured	Williams, J. H.	Unknown	Apr. 15, 1863	do
Steamer Algerine†††	Seized	Wood, J.	do	May 9, 1862	do
Barge	do.....	do	do	Dec. 8, 1862	do
Schooner Anita§§§	do.....	Unknown	do	Unknown	do

* Claim for value before Third Auditor.

† Vessel restored September 13, 1865, on order of Quartermaster's Department. Seized for military purposes.

‡ Vessel restored November 23, 1865, on order of Quartermaster's Department. Seized for military purposes.

§ Amount restored, \$3,500, July 8, 1865, by Colonel S. B. Holabird, on order of Secretary of War. Claim for service rejected.

|| Steamer restored September 12, 1865, by Colonel J. G. Chandler, on order of President of the United States.

†† Lost December, 1863. Claim before Auditor for \$2,500.

** Lost June 7, 1866. Claim before Third Auditor.

†† Restored June 30, 1865, by Captain E. A. Morse, on order of Major General Canby.

‡‡ Amount restored, \$173,088 21, January 31, 1866, by Colonel J. G. Chandler, on order of the Secretary of War.

§§ Vessel restored May 11, 1866, by Colonel C. G. Sawtelle, on order of the Secretary of War.

||| Restored April 13, 1866, by the Quartermaster's Department, on order of the War Department.

††† Vessel restored February 18, 1866, on order of the Quartermaster's Department. Seized for military purposes.

*** Vessel restored August 17, 1865, on order of the Quartermaster's Department. Seized for military purposes.

†††† Vessel restored May 9, 1864, by Colonel C. G. Sawtelle, on order of the Secretary of War. Seized for military purposes.

‡‡‡ Vessel restored May 31, 1864, on order of the commanding general at New Orleans.

§§§ Sold at New Orleans February 2, 1866, for \$3,100.

Statement of property seized in Louisiana, &c.—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Am't of profit from rent, &c.	Assessment value.	Total.
Brig Houston.....	Captured.....	Unknown.....	Unknown.....	Unknown.....	Unknown.....	\$18,000 00
Steamer Hattie*.....	do.....	do.....	do.....	Mar. —, 1864.....	do.....	.....
Schooner Hortense.....	do.....	do.....	do.....	Aug. —, 1862.....	do.....	.....
Steamer Island City.....	do.....	do.....	do.....	do.....	do.....	.....
Schooner Lilly Press†.....	Seized.....	do.....	do.....	do.....	do.....	.....
Schooner May Campbell‡.....	do.....	do.....	do.....	do.....	do.....	.....
Sloop Mattie.....	Captured.....	do.....	do.....	do.....	do.....	.....
Steamer May Hill§.....	do.....	do.....	do.....	do.....	do.....	.....
Steamer Nightingale.....	do.....	do.....	do.....	do.....	do.....	.....
Steamer Sumpter.....	do.....	do.....	do.....	do.....	do.....	.....
Steamer White Cloud||.....	Seized.....	do.....	do.....	do.....	do.....	.....
Aboca plantation.....	Abandoned.....	do.....	Parish of St. Mary.....	do.....	do.....	.....
Oakland plantation.....	do.....	do.....	Parish of Plaquemine.....	do.....	do.....	.....
Starr plantation.....	do.....	do.....	do.....	do.....	do.....	.....
Sarah plantation.....	do.....	do.....	do.....	do.....	do.....	.....
Steamer Laurel Hill¶.....	do.....	do.....	Unknown.....	April or May, 1862.....	do.....	.....
Plantation.....	Abandoned.....	Young, O.....	Parish of St. Mary.....	Unknown.....	do.....	.....

* Captured by the Navy Department, and purchased from the Navy Department by the Quartermasters' Department and sold.
† Lost August 7, 1865.

‡ Vessel restored November, 1865; discharged.

§ Sunk November 22, 1865.

|| Discharged.

¶ Seized at the occupation of New Orleans.

Amounts received from banks, par and confederate funds.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Confederate.	Par.
Funds.	Confiscable.	Brady, Wilson & Co	Canal Bank	Aug. 25, 1863	\$3 07	.....
Do.	do.	M. B. Brady	do.	do.	3 93	.....
Do.	do.	J. Bridge	do.	do.	7 31	.....
Do.	do.	Colman, Britton & Withers	do.	do.	35 01	.....
Do.	do.	C. H. Fairchild & Co	do.	do.	24 88	.....
Do.	do.	Theodore Guyot	do.	do.	3 56	.....
Do.	do.	D. C. Labat	do.	do.	90	.....
Do.	do.	S. B. Smith	do.	do.	42 95	.....
Do.	do.	G. W. Sully	do.	do.	406 60	.....
Do.	do.	D. E. Twigg	do.	do.	476 50	.....
Do.	do.	W. A. Tibbitt	do.	do.	24 15	.....
Do.	do.	Exchange Bank of Virginia, Lynchburg	do.	do.	14, 628 41	.....
Do.	do.	Farmers' Bank of Virginia, Richmond	do.	do.	13, 903 45	.....
Do.	do.	E. McGehee	do.	do.	10, 568 41	.....
Do.	do.	Wright & Allen	do.	do.	1 95	.....
Do.	do.	A. Dapermont	do.	do.	.....	\$2 45
Do.	do.	A. A. McGinnis	do.	do.	.....	2 92
Do.	do.	F. Perin	do.	do.	.....	88
Do.	do.	E. B. Wheelock	do.	do.	.....	38 80
Do.	do.	Wood & Low	do.	do.	.....	44 87
					40, 131 28	89 92
Funds.	Confiscable.	J. B. Benjamin	Merchants and Traders' Bank	Aug. 25, 1863	\$133 63	.....
Do.	do.	C. B. Beverly	do.	do.	77 55	.....
Do.	do.	A. Block	do.	do.	33 50	.....
Do.	do.	W. A. Elemené	do.	do.	68 84	.....
Do.	do.	Hewitt, Morton & Co	do.	do.	4 25	.....
Do.	do.	H. M. Hyams	do.	do.	3 05	.....
Do.	do.	D. F. Kenner	do.	do.	100 00	.....
Do.	do.	G. W. Greger	do.	do.	30	.....
Do.	do.	W. L. Lanier	do.	do.	1 55	.....
Do.	do.	Thomas B. Lee	do.	do.	32 21	.....
Do.	do.	W. A. Peck	do.	do.	423 66	.....
Do.	do.	Thomas J. Semmens	do.	do.	7 39	.....
Do.	do.	E. W. Wheelock	do.	do.	5 07	.....
Do.	do.	J. W. Zacharie	do.	do.	66	.....
Do.	do.	Confederate Leather Manufacturing Company	do.	do.	14 48	.....
Do.	do.	Governor Thomas C. Moore	do.	do.	513 76	.....
Do.	do.	Lonsdale, Son & Co	do.	do.	104 39	.....
Do.	do.	Nathan Lonsdale & Co.	do.	do.	.....	\$38 57
Do.	do.	Loyan, Soniat & Claiborn	do.	do.	.....	4 14
Do.	do.	W. E. Leverich	do.	do.	.....	11 65

Amounts received from banks, par and confederate funds—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Confederate.	Par.
Funds.	Confiscable.	McFarland & Barksdale.	Merchants and Traders' Bank.	Aug. 25, 1863		\$23 13
Do.	do.	McLemore, Rayborn & Co.	do.	do.		7 72
Do.	do.	Campbell & Strong.	do.	do.		22 31
Do.	do.	Samuel Jamison, Ex.	do.	do.		195 62
Do.	do.	Simpson & Dorr.	do.	do.		115 88
Do.	do.	James Syme.	do.	do.		4 40
Do.	do.	Whitcomb & Lanier.	do.	do.		4 97
Do.	do.	Columbia Life and General Insurance Company.	do.	Sept. 10, 1863	\$4,644 00	
Do.	do.	Bank of Memphis.	do.	do.	43,164 17	
Do.	do.	Bank of Richmond.	do.	do.	67 16	
Do.	do.	Wetumlia Insurance Company.	do.	do.	580 45	
					49,958 87	428 39
Funds.	Confiscable.	M. B. Brady & Co.	Bank of New Orleans.	Aug. 25, 1863		7 02
Do.	do.	Benjamin Bloomfield.	do.	do.		11 76
Do.	do.	Eearrin Campbell.	do.	do.	95 90	
Do.	do.	Bloomfield & Steel.	do.	do.	1,059 15	
Do.	do.	A. D. Donovan.	do.	do.		18 58
Do.	do.	J. F. Daswell.	do.	do.		2 86
Do.	do.	R. W. Estlin.	do.	do.	56 00	
Do.	do.	Charles Fagot.	do.	do.		2 60
Do.	do.	Mrs. Flemming.	do.	do.	350 50	
Do.	do.	S. Green, jr.	do.	do.	3 15	
Do.	do.	Griffin, Smeeds & Co.	do.	do.	3 03	
Do.	do.	A. Bulware.	do.	do.		27 44
Do.	do.	Benjamin Bloomfield, (Jyndie)	do.	do.		8 74
Do.	do.	J. F. Wyche & Co.	do.	do.	5 00	
Do.	do.	J. W. Zacharie.	do.	do.		89
Do.	do.	Race & Foster.	do.	do.		1 29
Do.	do.	John Rareslide.	do.	do.		124 67
Do.	do.	J. R. Shannon.	do.	do.		
Do.	do.	M. J. Smith.	do.	do.	5 93	
Do.	do.	W. A. Vollett & Co.	do.	do.	1 36	
Do.	do.	Watt & Noble.	do.	do.	305 92	
Do.	do.	Warren & Crawford.	do.	do.	128 65	
Do.	do.	I. L. Harris.	do.	do.	4 85	
Do.	do.	Howel, Gayle & Co.	do.	do.	17 75	
Do.	do.	D. J. Hockersmith.	do.	do.	271 90	
Do.	do.	J. J. Mitchell.	do.	do.		472 91
Do.	do.	O. M. Newton.	do.	do.		21
Do.	do.	C. H. Noble.	do.	do.	27 91	
Do.	do.	H. H. Hansel.	do.	do.		5 93
						3 94

Amounts received from banks, par and confederate funds—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Confederate.	Par.
Funds	Confiscable	J. R. Shannon.....	Citizens' Bank of Louisiana.....	Aug. 25, 1863	.....	\$8 44
Do.....	do.....	S. B. Smith.....	do.....	do.....	.....	76 14
Do.....	do.....	D. Soule.....	do.....	do.....	.....	7 01
Do.....	do.....	R. H. Short.....	do.....	do.....	.....	11 05
Do.....	do.....	C. A. Slocumb.....	do.....	do.....	.....	86 96
Do.....	do.....	J. A. Slocumb.....	do.....	do.....	.....	20 46
Do.....	do.....	C. A. Slocumb & Co.....	do.....	do.....	\$25 67	68 76
Do.....	do.....	T. A. Taylor.....	do.....	do.....	525 62	.....
Do.....	do.....	W. A. Frelford.....	do.....	do.....	.....	7 56
Do.....	do.....	V. Vaquars.....	do.....	do.....	.....	41 89
Do.....	do.....	W. A. Violet.....	do.....	do.....	.....	310 00
Do.....	do.....	M. Waltron, agent.....	do.....	do.....	.....	7 19
Do.....	do.....	Warren & Crawford.....	do.....	do.....	.....	5 50
Do.....	do.....	L. Bush.....	do.....	do.....	.....	975 27
Do.....	do.....	Captain L. Bush.....	do.....	do.....	130 10	.....
Do.....	do.....	Captain A. J. Desland.....	do.....	do.....	2, 850 00	.....
Do.....	do.....	L. DeSaul.....	do.....	do.....	70 18	123 61
Do.....	do.....	J. O. Fugua.....	do.....	do.....	.....	5 00
Do.....	do.....	A. G. Greenwood.....	do.....	do.....	.....	38 83
Do.....	do.....	Theodore Lewis.....	do.....	do.....	.....	102 00
Do.....	do.....	W. J. Martin.....	do.....	do.....	.....	38 56
Do.....	do.....	Stark & Ellison.....	do.....	do.....	.....	.....
Do.....	do.....	Captain W. E. Walker.....	do.....	do.....	676 00	.....
Do.....	do.....	George Williamson.....	do.....	do.....	.....	24 68
Do.....	do.....	J. B. Roberson.....	do.....	do.....	500 00	.....
Do.....	do.....	Southern Insurance Company.....	do.....	do.....	.....	19 51
Do.....	do.....	Exchange Bank, Columbia, S. C.....	do.....	Aug. 28, 1863	.....	60 58
Do.....	do.....	Eastern Bank of Alabama, Montgomery.....	do.....	do.....	.....	62 43
Do.....	do.....	Exchange Bank, Columbia, S. C.....	do.....	do.....	546 28	.....
Do.....	do.....	Branch Farmers' Bank of Virginia, Petersburg.....	do.....	Sept. 8, 1863	3, 620 29	.....
Do.....	do.....	Bank of the City of Petersburg, Va.....	do.....	do.....	719 43	.....
Do.....	do.....	Central Railroad Bank, Savannah, Ga.....	do.....	do.....	2, 467 61	.....
Do.....	do.....	Bank of Middle Georgia.....	do.....	do.....	15 00	.....
Do.....	do.....	Eastern Bank of Alabama, Eufala.....	do.....	do.....	3, 113 50	.....
Do.....	do.....	Bank of Virginia, Fredericksburg.....	do.....	do.....	33 21	.....
Do.....	do.....	Bank of the Valley of Virginia, Manchester.....	do.....	do.....	250 00	.....
Do.....	do.....	Central Bank of Tennessee, Cleveland.....	do.....	do.....	8, 000 00	.....
Do.....	do.....	Bank of West Tennessee.....	do.....	Sept. 10, 1863	90, 887 22	.....
Do.....	do.....	Chattanooga Savings Institution.....	do.....	do.....	1, 333 13	.....
Do.....	do.....	do.....	do.....	do.....	500 00	.....
Do.....	do.....	do.....	do.....	do.....	952 74	.....
Do.....	do.....	B. L. Hodge.....	do.....	do.....	.....	.....
					123, 995 40	13, 878 68

[illegible]

Amounts received from banks, par and confederate funds—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Confederate.	Par.
Funds	Confiscable.	C. R. Railey.	Louisiana State Bank.	Aug. 25, 1863	\$1,120 31	\$1,542 15
Do	do.	James Russ	do.	do.	1,551 21	1 73
Do	do.	W. Sellman.	do.	do.		
Do	do.	Simpson & Dorr.	do.	do.		43 82
Do	do.	Singleton & Clark	do.	do.		4 82
Do	do.	Smith & Johnson	do.	do.	101 27	158 42
Do	do.	F. Stringer, (syndic)	do.	do.		992 25
Do	do.	George Soule.	do.	do.		800 04
Do	do.	Scudder & Stumps.	do.	do.		1 12
Do	do.	James Syme.	do.	do.		126 30
Do	do.	R. G. Taylor	do.	do.		1 32
Do	do.	W. W. Wood.	do.	do.	900 00	
Do	do.	Campbell & Strong.	do.	do.		15 69
Do	do.	Coleman, Britton & Withers	do.	do.	10 00	
Do	do.	Farley, Jurey & Co.	do.	do.	80 00	196 98
Do	do.	L. N. Lane.	do.	do.		3 47
Do	do.	Henderson & Terry.	do.	do.		3 42
Do	do.	Kendall, Blood & Co.	do.	do.		22 54
Do	do.	O. Laure	do.	do.		60 79
Do	do.	W. E. Leverich.	do.	do.	21 76	64 62
Do	do.	S. L. & E. L. Levy.	do.	do.		48 53
Do	do.	Logan, Soniat & Clairborn.	do.	do.		4 11
Do	do.	McLemore, Rayborne & Co.	do.	do.	375 93	606 07
Do	do.	Kennett, Blood & Co.	do.	do.		4 72
Do	do.	A. D. Kelley & Co.	do.	do.		97 02
Do	do.	W. E. Leverich.	do.	do.		43 72
Do	do.	L. & E. L. Levy	do.	Aug. 25, 1867		11 41
Do	do.	Moore & Broden.	do.	do.		13 29
Do	do.	C. L. Singlton.	do.	do.	396 99	99 15
Do	do.	Sudder & Stamps.	do.	do.		1 12
Do	do.	Winston, Morrison & Co.	do.	do.		164 61
Do	do.	Voison & Drouel.	do.	do.		105 93
Do	do.	Commercial Bank of Alabama.	do.	do.		1,205 21
Do	do.	Farmers' Exchange Bank, Charleston.	do.	Aug. 29, 1863		40 58
Do	do.	E. F. Taylor, agent.	do.	do.		16 20
Do	do.	Southern Bank of Alabama	do.	do.		
Do	do.	Commercial Bank, Selma.	do.	do.		
Do	do.	Union Bank, Charleston	do.	do.		
Do	do.	Bank of the Union, Nashville	do.	do.		
					19,568 01	
					2,720 95	
					196 45	
					179 08	
					31,318 50	28,293 11
Funds	Confiscable.	Bank of Cape Fear	Southern Bank	Aug. 25, 1863	\$292 67	

Do.	J. J. Getchen.	do.	384 00	do.		
Do.	W. C. Wetherly	do.	23 12	do.		
Do.	William Hurper	do.	50 00	do.		
Do.	Commercial Bank, Columbia	do.	1,887 75	do.		
Do.	Bank of Cape Fear	do.	5 00	do.		
Do.	Walker & Spencer.	do.	130 24	do.		
Do.	C. M. Bradford.	do.	91 95	do.		
Do.	H. M. Hyams.	do.	79 19	do.		
Do.	Johnson, McNeely, & Claiborn	do.	1,759 29	do.		
			4,703 21			
Funds.	Edwin Divine, jr.	Bank of America.		Aug. 25, 1863		\$2 01
Do.	Samuel S. Green.	do.		do.		1 31
Do.	John C. Halland	do.		do.		1 00
Do.	W. L. Lanier.	do.		do.		7 14
Do.	W. L. Robertson	do.		do.		4 69
Do.	J. W. Zacharie & Co.	do.		do.		2 16
Do.	J. Labat.	do.		do.		3 11
Do.	Henry St. Paul.	do.		do.		55
Do.	State Bank of Florida, Tallahassee	do.		do.		1,265 57
						1,287 50
Funds.	D. W. Adams	Crescent City Bank.	\$25 20	Sept. 4, 1863		
Do.	R. W. Adams	do.	10	do.		
Do.	M. B. Brady & Co.	do.	85	do.		
Do.	A. P. Cleveland.	do.	1 63	do.		
Do.	R. H. Chinn	do.	10 45	do.		
Do.	L. R. Coleman	do.	65	do.		
Do.	J. J. Cocks	do.	61 96	do.		
Do.	Hewitt, Norton & Co	do.	5 69	do.		
Do.	Jamison McIntosh	do.	14 56	do.		
Do.	Samuel Jemison	do.	2,306 67	do.		
Do.	W. L. Lanier	do.	242 25	do.		
Do.	Gastean Brothers & Co	do.	4 47	do.		
Do.	Joshua Peebles	do.	3 94	do.		
Do.	C. R. Riley & Co	do.	6 18	do.		
Do.	S. B. Smith & Co	do.	32 58	do.		
Do.	James Synne	do.	3 37	do.		
Do.	Tarleton, Whiting & Tullis	do.	2,014 43	do.		
Do.	E. W. Wheelock & Co	do.	50 50	do.		
Do.	Douglas West	do.	4 26	do.		
			4,789 77			
Funds.	Avigns Burden	Union Bank		Sept. 8, 1863		\$1 24
Do.	Bradley, Wilson & Co.	do.		do.		6 61
Do.	Cleveland Brothers	do.		do.		1 14
Do.	R. H. Chinn	do.		do.		2 62
Do.	M. D. Cooper & Co	do.		do.		26 44
Do.	J. D. Daswell	do.		do.		5 22

Amounts received from banks, par and confederate funds—Continued.

List of property.	Kind of property. (Abandoned or confiscable.)	Name of reputed owner.	Locality.	Date of seizure.	Confederate.	Par.
Funds.....	Confiscable	E. D. Fenner.....	Union Bank	Sept. 8, 1863	.....	\$3 83
Do.....	do.....	S. Flinn.....	do.....	do.....	.....	107 83
Do.....	do.....	Gladden & Seixas	do.....	do.....	.....	6 60
Do.....	do.....	A. D. Kelly & Co	do.....	do.....	.....	21 38
Do.....	do.....	L. Lay.....	do.....	do.....	.....	2 25
Do.....	do.....	W. E. Leverich.....	do.....	do.....	.....	10 67
Do.....	do.....	A. W. Merriano	do.....	do.....	.....	1 31
Do.....	do.....	W. R. Miles.....	do.....	do.....	.....	31 96
Do.....	do.....	W. G. Mullen.....	do.....	do.....	.....	15 95
Do.....	do.....	McLemore, Rayborn & Co	do.....	do.....	.....	8 65
Do.....	do.....	Paine, Huntington & Co	do.....	do.....	.....	41 84
Do.....	do.....	J. B. Slawson	do.....	do.....	.....	137 82
Do.....	do.....	C. H. Slocumb & Co	do.....	do.....	.....	22 49
Do.....	do.....	Southern Star Manufacturing Company	do.....	do.....	.....	3 08
Do.....	do.....	R. H. Short & Co	do.....	do.....	.....	53 85
Do.....	do.....	W. A. Violet & Co	do.....	do.....	.....	1 15
Do.....	do.....	Watt & Noble	do.....	do.....	.....	9 36
Do.....	do.....	H. D. Conrad.....	do.....	do.....	\$13, 155 15	.....
Do.....	do.....	Southern Insurance Company, Montgomery	do.....	do.....	465 14	.....
Do.....	do.....	Talladega Insurance Company	do.....	do.....	607 98	.....
Do.....	do.....	Bank of Fulton, Alabama.....	do.....	do.....	466 20	.....
Do.....	do.....	Bank of Howardsville, Virginia	do.....	do.....	704 25	.....
Do.....	do.....	Merchants' Bank, Lynchburg	do.....	do.....	11, 711 25	.....
Do.....	do.....	Exchange Bank, Richmond	do.....	do.....	211 38	.....
Do.....	do.....	Bank of Clarendon, Fayetteville	do.....	do.....	52 09	.....
Do.....	do.....	People's Bank, C. S.	do.....	do.....	33 82	.....
Do.....	do.....	D. Piper, sr	do.....	do.....	7, 447 36	2, 673 79
Do.....	do.....	Planters' Bank of Tennessee, Nashville	do.....	do.....	101, 462 39	.....
Do.....	do.....	Branch Bank of Tennessee, Memphis	do.....	Sept. 10, 1863	10, 331 02	.....
Do.....	do.....	Branch Bank of Tennessee, Clarksburg	do.....	do.....	7, 450 76	.....
Do.....	do.....	Branch Bank of Tennessee, Athens	do.....	do.....	50 00	.....
Do.....	do.....	Branch Bank of Tennessee, Murfreesboro'	do.....	do.....	6, 363 65	.....
Do.....	do.....	Branch Bank of Tennessee, Nashville	do.....	do.....	904 74	.....
Do.....	do.....	Branch Bank of Tennessee, Somersville	do.....	do.....	7 85	.....
Do.....	do.....	Branch Bank of Tennessee, Columbia	do.....	do.....	359 24	.....
Do.....	do.....	Branch Bank of Tennessee, Shelbyville	do.....	do.....	1, 274 79	.....
Do.....	do.....	Branch Bank of Tennessee, Clarksville	do.....	do.....	2, 876 28	.....
Do.....	do.....	Branch Bank of Tennessee, Sparta	do.....	do.....	690 50	.....
Do.....	do.....	Branch Bank of Tennessee, Trenton	do.....	do.....	17, 144 63	.....
Do.....	do.....	Branch Bank of Tennessee, Knoxville	do.....	do.....	386 19	.....
Do.....	do.....	Union Bank, Nashville	do.....	do.....	19, 900 13	.....
Do.....	do.....	Branch Bank Union, Memphis	do.....	do.....	25, 724 02	.....
Do.....	do.....	Branch Bank Union, Columbia	do.....	do.....	740 20	.....

Do.	do.	Branch Union Bank, Jackson.	do.	do.	1,630 10
Do.	do.	Bank of Memphis.	do.	do.	13,024 63
Do.	do.	City Bank.	do.	do.	1,214 19
Do.	do.	Bank of Middle Tennessee, Labonee	do.	do.	18 18
Do.	do.	Citizens' Bank, Memphis	do.	do.	160 56
					246,629 39
					\$3,196 25
Funds.	Confiscable.	John Armfield.	Bank of Louisiana.	Sept. 8, 1863	\$1,239 65
Do.	do.	J. B. Smith.	do.	do.	125 53
Do.	do.	E. E. Simpson.	do.	do.	4,587 59
Do.	do.	J. A. Simpson	do.	do.	5,202 51
Do.	do.	D. P. Walworth	do.	do.	619 15
Do.	do.	P. L. Bonford	do.	do.	407 92
Do.	do.	W. L. Campbell	do.	do.	15 27
Do.	do.	A. D. Kelly & Co.	do.	do.	31 18
Do.	do.	V. Labrauches.	do.	do.	14 75
Do.	do.	John Armfield	do.	Sept. 11, 1863	30,000 35
Do.	do.	J. B. Bailey	do.	do.	13 56
Do.	do.	E. Berumdy	do.	do.	44 85
Do.	do.	Carroll, Hoy & Co	do.	do.	24 65
Do.	do.	Clark & Bayne	do.	do.	218 14
Do.	do.	M. D. Cooper.	do.	do.	56 32
Do.	do.	F. T. Daswell	do.	do.	101 50
Do.	do.	H. Flesaur	do.	do.	98
Do.	do.	Benjamin Floran	do.	do.	52 31
Do.	do.	Glandden Seixas.	do.	do.	7 06
Do.	do.	L. Harderly	do.	do.	46,341 37
Do.	do.	Howell & Gayle.	do.	do.	153 46
Do.	do.	N. R. Jennings	do.	do.	19 87
Do.	do.	Minor Kenner	do.	do.	6 27
Do.	do.	S. Jamison	do.	do.	79
Do.	do.	W. O. Leverich.	do.	do.	9 85
Do.	do.	Governor T. O. Moore	do.	do.	200 08
Do.	do.	J. Pemberton.	do.	do.	2 00
Do.	do.	J. B. Slawson	do.	do.	99 33
Do.	do.	H. H. Strawbridge.	do.	do.	8 29
Do.	do.	R. Terrill	do.	do.	17 37
Do.	do.	Trustees of Planters' Bank, Natchez	do.	do.	13,963 64
Do.	do.	J. C. Van Winkle	do.	do.	904 28
Do.	do.	W. A. Voilett & Co.	do.	do.	99 53
Do.	do.	J. P. Walworth.	do.	do.	4,700 00
Do.	do.	Mrs. S. H. Wood	do.	do.	2,240 74
Do.	do.	Wood & Low.	do.	do.	2 02
Do.	do.	Simpson & Low	do.	do.	535 59
Do.	do.	E. E. Simpson	do.	do.	48,111 57
Do.	do.	J. A. Simpson	do.	do.	12,409 49
					181,586 83

* Amount restored, \$10,121 15. AGGREGATE.—Par funds, \$47,883 68; confederate notes, \$689,492 08. † Taken under protest.

C.

QUARTERMASTER GENERAL'S OFFICE,
Washington, October 29, 1866.

SIR: In connection with my report of the 8th instant, in compliance with a resolution of the House of Representatives of the 28th of May, 1866, calling for information in relation to the amount of cotton in the hands of the United States military authorities at the close of the war, as captured and forfeited, and all which has since come into the hands of the United States authorities as property of the late so-called Confederate States, its disposition, &c., I have the honor to transmit a copy of a letter from Brevet Major General Stewart Van Vliet, quartermaster, New York city, October 11, 1866, covering a condensed statement of all the cotton received by him during the war, and the disposition made of it. He states that he had no cotton in his hands at the close of the war.

In preparing the statement required by the call of the House of Representatives, it was necessary to call upon all the principal quartermasters for reports as to the amount of cotton severally passing through their offices. The full response of General Van Vliet was only received last week. It will be seen that, of the proceeds of cotton sold and transferred, \$12,892 12 were taken up in General Van Vliet's summary statements for January and May, 1863, and the sum of \$3,289 92 transferred to Simeon Draper, United States cotton agent, and that 45,800 bales of cotton were turned over to Mr. Draper; and 2,644 bales of cotton, weighing 1,149,862 pounds, were turned over to Hiram Barney, esq., collector of the port of New York, from whom General Van Vliet claims the amount due the quartermasters' department for transportation of cotton. This will be made the subject of a special communication and recommendation after receiving from General Van Vliet a statement of the whole amount due the quartermasters' department on account of shipment of cotton, &c.

I am, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster General, Brevet Major General U. S. A.

Hon. EDWIN M. STANTON,
Secretary of War.

D.

QUARTERMASTER'S OFFICE,
New York, October 11, 1866.

GENERAL: I have the honor to transmit herewith a condensed statement of all the cotton received by me during the war, and the disposition made of it.

I had no cotton in my hands at the close of the war.

I beg, while on this subject, to call attention to the large amount of money due our department for the transportation of cotton, and which should have been paid from the proceeds of said cotton. I frequently called Mr. Barney's attention to it, but could never bring him to a settlement.

I enclose herewith a copy of one of several letters which I addressed him on the subject. There is more due the government than is claimed in this letter.

It would only be right that this sum should be returned to our department.

Very respectfully, your obedient servant,

STEWART VAN VLIET,
Brevet Major General, &c.

General M. C. MEIGS,
Quartermaster General, Washington, D. C.

E.

Statement showing the quantity of cotton received during the war by Brevet Major General Stewart Van Vliet, quartermaster United States army, at New York city, the disposition made of it, &c.

No. of bales.	No. of bags.	No. of pounds received.	How disposed of.	Net proceeds.
61	-----	23,053	Sold at public sale	*\$12,126 80
61	241	8,600	.....do.....	†765 32
15	-----	5,648	.....do.....	‡3,289 92
				<u>16,182 04</u>
2,644	-----	1,149,862	Turned over to Hiram Barney, collector of the port of New York.	
45,800	-----	-----	Turned over to Simeon Draper, United States cotton agent.	
48,520	241	1,187,163		

* Proceeds taken upon summary statements for January, 1863.

† Cotton in seed. Proceeds taken upon summary statements for May, 1863.

‡ Proceeds transferred to Simeon Draper, esq., United States cotton agent.

STEWART VAN VLIET,
Brevet Major General and Quartermaster United States Army.

SURGEON GENERAL'S OFFICE,
Washington City, D. C., February 25, 1867.

SIR: I have the honor to acknowledge the receipt of a copy of the resolution of the House of Representatives, dated February 21, 1867, calling for information relative to property seized or taken possession of by the government or its agents in the State of Louisiana.

Only one case, such as appears to be contemplated by the resolution, has come to the knowledge of this office. On the occupation of Shreveport by the United States forces, a small depot of medicines belonging to the rebel government was found there. The articles were mostly of inferior quality, or different in kind from those on the army supply table, and the stock was sold at public sale October 2, 1865. The net proceeds, amounting to \$500, were turned over to the medical disbursing officer in New Orleans, Brevet Major C. B. White, United States army, and by him placed with the funds of the medical and hospital department.

Very respectfully, your obedient servant,

J. K. BARNES,
Surgeon General U. S. Army.

Hon. E. M. STANTON,
Secretary of War.

PROPERTY SEIZED IN LOUISIANA.

List of property seized by government agent in the State of Louisiana and received at the War Department, under the provisions of General Orders 89 and 269 of 1864, from the said department

Date of seizure.	By whom transmitted to the War Department.	Names of the reputed owners.	Description, &c.	Amount.
Unknown	Brig. General James Bowen, provost marshal dep't Gulf.	Mr. Barrow	\$250 confederate currency taken from Barrow's house.	\$250 00
Do.....	do.....	Claiborne and Langler	\$2,291 confederate currency, owners reported as blockade runners.	2,291 00
Do.....	do.....	S. K. Bailey	\$20 confederate currency, taken from a letter addressed to Bailey.	20 00
Do.....	do.....	Mate of steamer Adelaide	\$10 confederate currency, \$8 Mississippi "Cotton Pledged," owner reported a smuggler.	18 00
Do.....	do.....	Joseph Krain	\$140 confederate currency, owner arrested at Lakeport and money taken from him.	140 00
Do.....	do.....	Blockade runners, names unknown.	\$4,385 confederate currency.	4,385 00
Do.....	do.....	William Sampson	\$302 confederate currency, owner captured when trying to run the blockade at La Fouché.	302 00
May 10, 1864	Major Geo. C. McKee, provost marshal.	Unknown	Confederate currency seized by a United States detective on board a steamer between Vicksburg and New Orleans.	75,740 00
Unknown	Unknown	Col. James M. Putnam, 1st reg't 3d brig. La. militia.	Confederate currency.	4,650 00
Do.....	Major A. D. Nelson, 1st U. S. infantry, provost marshal.	J. C. Downer	Confederate currency taken from Denner who was arrested on charge of disloyalty and was discharged from custody for want of evidence against him. Owner has filed a petition claiming this amount, and said petition has been filed.	10,226 00
Do.....	do.....	C. J. Nicholson	Confederate currency. Owner arrested and found guilty of dealing in confederate bonds.	650 00
Sept. 15, 1864	Major General F. J. Herron	A. J. Rugeley	Confederate currency, \$2,495; Louisiana scrip, \$5; Georgia currency, 35 cents. Owner was shot while attempting clandestinely to cross the Mississippi river near Baton Rouge, La., and died September 15, 1864. Requested that this amount might be sent to his wife at Lumpkins, Va.	2,500 35
Oct. 8, 1864	Maj. Gen. E. R. S. Canby, commanding, &c.	George Williamson	\$500 confederate bonds and \$260 50 confederate currency, found in rebel mail captured by a scouting party.	760 50
Nov. 24, 1864	Brig. Gen. R. A. Cameron	Joseph D. Gaidrey	\$2,000 confederate currency, \$71 50 Louisiana scrip, and \$2 Texas treasury warrants, captured at the owner's house, Assumption parish, La.	2,073 50
Unknown	Major E. P. Benedict, judge advocate provost court.	Unknown	\$45,800 confederate currency, \$10 Mississippi cotton pledges, confiscated by provost court at New Orleans at various times.	45,810 00
Do.....	Assist. Surgeon S. C. Ayres, barracks U. S. army general hospital, New Orleans, La.	E. C. Cochran	Co. B 2d Louisiana cavalry, dead; confederate currency.	32 00
Do.....	do.....	W. H. Chandler	Carter's Louisiana cavalry battalion, dead; confederate currency, \$8; Mississippi scrip, 5 cts.	8 05
Do.....	do.....	Wm. P. Leeson	Co. D, 2d Louisiana cavalry, dead; confederate currency, \$10; specie, 20 cents.	10 20
Do.....	do.....	John Pack	39th North Carolina, dead; specie, 50 cents.	50
Do.....	do.....	Icen Wood	Co. F, 29th North Carolina, dead; confederate currency, \$40.	40 00
Do.....	do.....	J. H. Hickman	Co. C, 2d Louisiana cavalry, dead; confederate currency.	71 00
Do.....	do.....	S. P. Forsythe	Co. E, 2d Louisiana cavalry, dead; confederate currency.	7 00
Do.....	do.....	W. M. Marchal	do.....	30 00
Do.....	do.....	C. Paul	Linge's battalion, dead; confederate currency.	32 00
Do.....	do.....	Lewis Frazier	Co. D, 2d Louisiana cavalry, dead; confederate currency.	39 00
Do.....	do.....	Arthur Mayfar	Co. K, 2d Louisiana cavalry, dead; confederate currency.	20 00
Do.....	do.....	Unknown	Confederate currency, \$146; Louisiana scrip, \$17 50; Tennessee bank note, \$5; Mississippi scrip, 20 cents.	168 70

PROPERTY SEIZED IN LOUISIANA

59

Do.....	Maj. General E. R. S. Canby, commanding, &c., New Or- leans, La.	Louisiana State Bank.....	Confederate bonds, \$300,000; Louisiana State bonds, \$66,000; notes of the city of New Orleans, \$7,500; notes of the following parishes, viz: Point Coupee, \$2,661 78; Avoyelles, \$1,000; St. Mary, \$2,500; East Feliciana, \$1,000; East Baton Rouge, \$1,000; St. Landry, \$10,000; Morehouse, \$1,000; Terrebonne, \$1,000; Rapides, \$900.	394,561 78
Do.....	do	Citizens' Bank.....	Louisiana State bonds, \$732,000; warrant of auditor of State of Louisiana, order of Citizens' Bank of Louisiana, \$165,016 99; check of Thomas O. Moore, governor of Louisiana, on Louisiana State Bank, \$259,512 19; notes of the parishes, viz: Point Coupee, \$10,000; Avoyelles, \$12,175; St. Mary, \$5,000; East Feliciana, \$1,000; West Feliciana, \$1,000; East Baton Rouge, \$5,000; West Baton Rouge, \$2,000; St. Landry, \$8,090; Morehouse, \$2,000; Terrebonne, \$3,000; Rapides, \$9,219 24; Franklin, \$300; Caldwell, \$2,200; Concordia, \$12,849 24; Catahoula, \$1,000; Madison, \$7,250.	1,238,522 66
Do.....	do	Bank of Louisiana.....	Louisiana State bonds, \$100,000; notes of the following parishes, viz: Avoyelles, \$840; East Baton Rouge, \$500; West Baton Rouge, \$1,000; Morehouse, \$3,000; Terrebonne, \$2,000; Concordia, \$5,000; Madison, \$2,500.	114,840 00
Do.....	do	Crescent City Bank.....	Confederate bonds, \$50,000; Louisiana State bonds, \$17,500; notes of the Parish of St. Landry, \$4,000.	71,500 00
Do.....	do	Bank of New Orleans.....	Confederate bonds, \$188,000; Louisiana State bonds, \$69,000; notes of the Parish of St. Landry, \$7,500.	264,500 00
Do.....	do	Southern Bank.....	Louisiana State bonds, \$110,000; notes of the city of New Orleans, \$10,000; notes of the parishes, viz: West Feliciana, \$500; West Baton Rouge, \$500; St. Landry, \$2,000; Rapides, \$1,957 39; Carroll, \$1,250; Tensas, \$500.	126,767 39
Do.....	do	Union Bank.....	Confederate bonds, \$40,000; Louisiana State bonds, \$250,000; notes of the parishes, viz: Avoyelles, \$660; East Feliciana, \$2,500; West Feliciana, \$250; West Baton Rouge, \$500; St. Landry, \$4,000; Morehouse, \$2,010; Terrebonne, \$500; Franklin, \$1,290; Concordia, \$5,000; Catahoula, \$250; Madison, \$1,000; Sabine, \$600.	308,560 00
Do.....	do	Canal Bank.....	Confederate bonds, \$250,000; notes of the parishes, viz: Avoyelles, \$1,500; West Feliciana, \$5,000; East Baton Rouge, \$1,000; West Baton Rouge, \$1,000; St. Landry, \$10,000; Morehouse, \$1,000; Catahoula, \$1,000; receipt of the governor of Louisiana, \$75,000.	345,500 00
Do.....	do	Merchants' Bank.....	Confederate bonds, \$18,000; Louisiana State bonds, \$100,000; notes of the parishes, viz: St. Landry, \$5,000; Concordia, 2,500; receipt of the governor of Louisiana, \$25,000.	150,500 00
Do.....	do	Bank of America.....	Louisiana State bonds, \$26,900; notes of the parishes, viz: Avoyelles, \$1,000; St. Landry, \$2,000.	29,900 00
Do.....	do	Mechanics and Traders' Bank.....	Louisiana State bonds, \$307,500; notes of the parishes, viz: Avoyelles, \$1,000; St. Mary, \$5,000; West Feliciana, \$3,000; East Baton Rouge, \$500; St. Landry, \$4,000; Morehouse, \$1,000; Catahoula, \$500; Carroll, \$1,750; Tensas, \$5,000; bond of the State of Louisiana in favor of Mechanics and Traders' Bank, \$29,333 32.	358,583 32
Do.....	do	Unknown.....	Detached coupons, confederate bonds, \$49,700; confederate currency, \$5,652; Louisiana scrip, \$49,584 75.	104,936 75

The foregoing list embraces, in brief, a report of all the property and information in the possession of this office relative to property seized by the government or its agents in the State of Louisiana. The rebel currency above mentioned was forwarded to this department in compliance with General Orders 89 and 269 of 1864, and has been retained in my custody since its receipt to prevent its circulation in the loyal States. Such property is believed to be "confiscable." None of it has been "restored" to the owners, no "assessment value" has been placed upon it, and no "profits" appear to have accrued to the government on account of it.

WAR DEPARTMENT, February 25, 1867.

W. SCOTT KETCHUM,
Brevet Major General U. S. A., Assistant Inspector General.

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
Washington City, February 25, 1867.

GENERAL: In compliance with the instructions of the Hon. Secretary of War of the 23d instant, to report upon the resolution of the House of Representatives of the 21st instant, I have the honor to state there is no information in this office relative to property seized or taken possession of by the government or its agents, except that found with "claims" presented.

Very respectfully, your obedient servant,

A. B. EATON,
Commissary General of Subsistence.

The ADJUTANT GENERAL *United States Army.*

ENGINEER DEPARTMENT,
Washington, February 25, 1867.

GENERAL: In compliance with instructions of the 23d ultimo, as indorsed on copy of the resolution of the House of Representatives of the 21st instant, I have the honor to report that there is no information in this office in reference to property seized and taken possession of by government agents in Louisiana.

I am, very respectfully, your obedient servant,

A. A. HUMPHREYS,
Brig. Gen. and Chief of Engineers, Maj. Gen. Vols.

Brevet Major General E. D. TOWNSEND,
Assistant Adjutant General.

ORDNANCE OFFICE, WAR DEPARTMENT,
Washington, February 25, 1867.

SIR: In answer to the resolution of the House of Representatives of the 21st instant, so far as that resolution pertains to the ordnance department, I have the honor to report:

The only property in Louisiana known to have been taken, seized, or taken possession of and turned over to this department, excepting arms and munitions captured from the enemy, is the so-called Confederate States arsenal at Shreveport.

This property consists of sixty-nine acres of land, some fifty-six buildings of various descriptions, large and small, brick and frame; all of which buildings, with what machinery was in them, have been sold, and the proceeds applied to the benefit of the United States.

The real estate is still in possession of the government. The property was claimed as the individual property of Benjamin F. Logan, but, his claim having been examined by the commission on claims of the War Department, it was decided that it was the property of the rebel government when taken, and his claim not allowed.

This property has not been valued by assessment, nor has any money been derived from it by rent or otherwise.

Very respectfully, your obedient servant,

A. B. DYER,
Brevet Major General, Chief of Ordnance.

Hon. E. M. STANTON,
Secretary of War.

HEADQUARTERS DEPARTMENT OF WASHINGTON,
Washington, D. C., February 25, 1867.

SIR: I have the honor to return herewith the resolution of the House of Representatives of the 23d instant, and to report:

That the answer to the first branch of the resolution can only be given in general terms, indicating the course pursued in relation to those seizures by the military authorities in Louisiana, and the sources of information for the details of character, seizure, ownership, value, profits, restitution, and authority for restitution, required by the resolution.

General Butler, by his proclamation of May 1, 1862, relinquished the right of capture of private property, except as to "persons still holding allegiance to the Confederate States," and as to those who refused to accept the conditions prescribed by him as necessary to secure protection for their persons and property. This remission was made in subjection to the laws of the United States, and did not affect the question of municipal forfeiture as enforced by the civil authorities. Under this proclamation the seizures were limited to public property and to the private property of persons who continued in the service of the rebellion, or who violated the conditions prescribed in the proclamation of May 1 or in subsequent orders.

In November, 1862, General Butler ordered the sequestration of all property within the Union lines in all of Louisiana, except the four parishes of Orleans, Jefferson, Plaquemine, and St. Bernard, owned by persons who had not complied with the conditions prescribed in the law of July 17, 1862, and the warning proclamation of the President of July 25, 1862. The property sequestered under this order was placed under the control of the sequestration commission. This commission was fully empowered to hear and determine all questions affecting the legality of persons whose property had been seized, and upon satisfactory evidence that the seizure was in error, was authorized to order the restitution of the property, and, under prescribed rules, to account to the owners for profits or proceeds while it was in the possession of the government.

On the 12th of January, 1863, Major General Banks, then commanding the department of the Gulf, directed that no further seizures should be made, except for debts due the United States, without orders from his headquarters, and, at a later date in the same month, the authority of the commission to restore property that had been seized was recalled, and thereafter all seizures were ordered by the department commander, and were limited to the property of persons who still adhered to the cause of the rebellion or to property that was forfeited for violations of the laws of war.

Restitution of sequestered property, or the proceeds of such property, was made by the department commander, upon the recommendation of the sequestration commission, or was submitted for decision to the proper authorities at Washington.

After the captured and abandoned property act of March 12, 1863, was passed, the property under the control of the commission, except such of it as was retained for military use, was transferred to the Treasury Department, and remained under the control of that department until it was transferred to the Bureau of Refugees, Freedmen and Abandoned Lands, under the President's order of June 2, 1865. Captured, abandoned, and confiscable property, in the possession of the military authorities, with some exceptions, was also transferred to that bureau. The exceptions were: property coming under the fifty-eighth article of war, and the proviso of the first section of the act of Congress approved March 12, 1863, and the real estate which had been used by the rebels for fortifications or other public purposes. This last included the State and municipal public buildings.

The names of the owners, the dates of seizure and of restoration, and the

proceeds or profits in the case of property while under the control of the sequestration commission, can be obtained from the records of that commission, and, in the case of other property under military control, from the chief quartermaster of the department of the Gulf.

When property was transferred to the Treasury Department, or from the Treasury Department for the use of the army, inventories, expressing the estimated value of the property, were furnished; but I believe that no complete record of the assessed or actual value of the property was kept, either by the military authorities or by the Treasury Department.

These were regarded as military seizures, under the laws of war, in contradistinction to the seizures made of property liable to forfeiture or confiscation under the laws of Congress. In these cases the property was turned over to the provisional court established by the President, and after its re-establishment to the United States district court for the eastern district of Louisiana. No account of this property was kept by the military authorities after its transfer to the custody of the marshals of these courts.

In addition to these, large sums were collected by contributions levied or taxes imposed to support the military-civil government of the State, or in providing for the necessities of the inhabitants of the conquered territory. The funds appropriated to these objects were devoted to hospital and sanitary purposes, the relief of the destitute, the support of charities whose resources had been cut off by the rebellion, and generally to the purposes for which appropriations are now made for the Bureau of Refugees, Freedmen and Abandoned Lands. No correct statement of the amounts derived from these sources can be made until after the accounts of the disbursing officers have been settled, and the sums arising from these sources separated from those received under the regular appropriations for the support of the army. And the information can only be fully obtained from the Treasury Department. Notes, bonds, and other securities issued by the rebel government, or by the State, city, or parochial authorities of Louisiana, in furtherance of the rebellion, were also seized by the military authorities. The debts due by corporations or individuals to the rebel government were also seized. In some instances these were made good in coin or United States currency, or in local currency, which was sold at its market value, but no estimate can now be made of the amount so received or realized.

Property that was impressed with a public character by its original destination, or by the use to which it was dedicated during the rebellion, was held to be the booty or the conquest of war, and no right of reclamation was admitted when that dedication had been made with the consent of the owners. If it had been seized by the rebel government on account of the loyalty of its owners to the government of the United States, the *jus post liminum* was held to apply, and the property was restored when they were able to meet the conditions imposed by the laws of Congress and the proclamations of the President. The public buildings of the State, cities, and parishes of Louisiana, where not required for the use of the army, were turned over to the possession of the civil authorities, subject to the condition that this possession should not "be to the prejudice of any right of the United States." In some cases parts only of the property were turned over, and reservations were made with a view to a future necessity for its use by the government. Private property was restored under the proclamations of the President of December 8, 1863, and May 29, 1865, or upon special pardons. This was generally done by the agents of the Treasury Department, who had the actual custody of the property up to the 2d day of June, 1865, and after that date by the Bureau of Refugees, Freedmen and Abandoned Lands. If the property was in the use of the army, the action of the military authorities was confined to a relinquishment of the occupation. If the property was legally in the custody of the War Department, under the laws of war—the fifty-eighth article of war, and the proviso to the first section of the

act of Congress, approved March 12, 1863—the right of forfeiture or confiscation under the laws of Congress was saved by making the restoration subject to the condition that it should not be to the prejudice of any right of the United States. Under the rule of public law that a municipal forfeiture is absorbed in the more general operation of the law of war, the courts were not allowed to interfere in the cases of captured or abandoned property unless the jurisdiction was permitted by the head of the executive department controlling the property.

Copies of orders exemplifying the course of action taken by the military authorities in Louisiana are transmitted herewith, and a list of the orders bearing upon this subject, from the occupation of New Orleans in May, 1862, to July, 1866, is also transmitted.

I have made the answer to this branch of the resolution as full as I can make it from recollection. A complete answer would require access to the records at New Orleans, and the labor of several weeks.

I have with me no record of any action by me in relation to the restoration of Duncan F. Kenner's property, but can state from recollection that at the time it was restored it was in the occupation of other parties, under a lease from the Treasury Department, which expired (I believe) December 31, 1865. Soon after this restoration a conflict sprang up between Mr. Kenner and the treasury lessees, and both parties appealed to me. Mr. Kenner alleged that subsequent to the date of the order restoring the plantation, the lessees were trespassers, and demanded that they should be removed by the military, or that he should be permitted to oust them by legal process. He was told that the lessees would be protected in their rights, and that the courts would not be permitted to exercise jurisdiction in any case of the kind. The lessees complained of the action of the assistant commissioner in permitting Mr. Kenner to enter into possession before the expiration of their lease, and that he was trespassing upon their rights under the lease, and threatening to drive them off. They were advised that they would be protected against violence and expulsion by the State courts, but that all questions arising under their contract must be determined by the authority to whom the President had committed it. The papers submitted with this case are on file at the headquarters of the department of the Gulf.

The course of Mr. J. W. Zacharie had been notorious throughout the rebellion. At an early period he entered into an arrangement with the rebel government to export cotton, and import munitions of war. He was captured as a blockade runner, committed to Fort Lafayette, but subsequently released, and I think on parole. After his release he established an agency at Havana, and another at Belize, Honduras, and continued his blockade-running operations. His last importation of army supplies was paid for by the rebel authorities in Texas, just at the close of hostilities. After his return to New Orleans, and I believe in the first part of September, 1865, he called at my office, denounced the action of the assistant commissioner in refusing to restore his property, and asked me to withdraw my bayonets in order that he might assert his rights in the courts. He was told that the action of the assistant commissioner had already been approved by me; that the bayonets were not to be withdrawn; that his right to take the amnesty oath was then being inquired into, and that he would be advised of the result. This oath was cancelled, and he was advised of it by a copy of the order. The papers in his case were, I think, subsequently sent to the Treasury Department. If they were not, they are still on file at the headquarters of the department. The only papers connected with it that are now under my control are transmitted herewith.

Very respectfully, your obedient servant,

ED. R. S. CANBY,

Brig. Gen. and Bvt. Maj. Gen. U. S. A.

The ADJUTANT GENERAL of the Army,

Washington, D. C.

List of general and special orders and circulars regulating the occupation, use, and disposition of property seized under orders from the commanding general, department of Louisiana, from May, 1862, to July, 1866.

GENERAL ORDERS, DEPARTMENT OF THE GULF.

1862.—Nos. 19, 20, 21, 22, 25, 37, 40, 41, 42, 46, 47, 48, 50, 54, 55, 71, 73, 76, 77, 82, 86, 87, 91, 105, 108, 110, 117, 120.

1863.—Nos. 6, (paragraph 30,) 7, 8, 9, 12, 15, 23, 27, 35, 66, 73.

1864.—Nos. 4, 32, 38, 54, 82, 83, 87, 89, 112, 113, 119, 124, 144, 147, 148, 156, 163, 173, 175.

1865.—Nos. 15, 23, 40, 51, 55, 60, 64, 70, 79, 85, 91, 101, 108, 109, and circular No. 4.

GENERAL ORDERS, MILITARY DIVISION WEST MISSISSIPPI.

1864.—Nos. 31, 33, 34, 51, 65, 72, 82, 90.

1865.—Nos. 1, 13, 16, 41, 47, 61, 63, 65.

GENERAL ORDERS, DEPARTMENT OF LOUISIANA.

1865.—Nos. 5, 23, 36, 55, 56, 65, 73, and circular No. 9.

1866.—Nos. 2, 11, 43.

SPECIAL ORDERS, DEPARTMENT OF THE GULF.

1865.—Nos. 85, 87, 94, 99, 115, 117, 121, 123, 128, 129, 146, 160, 168, 170, 173, 183, 184, 185, 186, 189, 190.

SPECIAL ORDERS, DEPARTMENT OF LOUISIANA.

1865.—Nos. 5, 20, 21, 24, 26, 30, 32, 34, 36, 37, 39, 40, 41, 42, 44, 49, 50, 63, 66, 69, 71, 72, 73, 78, 79, 80, 84, 86, 87, 91, 93, 94, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 114, 116, 117, 119, 120, 121, 125, 127, 130, 131, 132, 133, 135, 138, 145, 146, 147, 150, 151, 152, 155.

SPECIAL ORDERS, DEPARTMENT OF LOUISIANA.

1866.—Nos. 4, 10, 12, 14, 16, 17, 18, 23, 32, 34, 36, 38, 49, 53, 54, 55, 60, 65, 66, 71, 76, 77, 86, 87, 98, 99, 100, 101, 104, 109, 110, 111, 114, 115, 116, 117, 118, 121, 130, 136, 137.

RICHMOND, VIRGINIA, *January 17, 1862.*

DEAR SIR : As I know that your time is much engrossed by the multiplicity of business, I have refrained from intruding on it ; but having understood from my friend Mr. Memminger, (with whom my daughter and self had the pleasure of spending last evening,) that it was proposed, with the view of placing funds in England, to purchase one million dollars' worth of cotton, and the matter had been intrusted to you, I would respectfully propose that the purchase and negotiation be intrusted to Mr. Kushent and myself, and as my junior partner is an Englishman, the whole purchases might be made in his name. As in the present troublesome time we, as merchants, have little or no employ, we could devote our whole time to the matter, and at least earn our expenses ; and, should you have objections to the use of Mr. Kushent's name, mine could be used, with the understanding that he should control and divide with me the commission for purchasing. Of course the matter should not be made public, and conducted in as private a manner as possible. Should you agree with

me in the matter, I would be pleased that you grant me an interview, as I think I could make some useful suggestions in carrying out the business.

Respectfully yours,

J. W. ZACHARIE.

Hon. J. P. BENJAMIN.

I expect to leave for New Orleans on Monday morning.

J. W. Z.

WAR DEPARTMENT ARCHIVE OFFICE, *February 25, 1867.*

I certify that the above is a correct copy from the records deposited in this office.

G. NORMAN LEIBER,

Brevet Lieutenant Colonel.

HEADQUARTERS TRANS-MISSISSIPPI DISTRICT,
(SOUTH OF RED RIVER,)

San Antonio, July 4, 1862.

SIR: I am directed by the general commanding to acknowledge the receipt of your letter of the 16th ultimo, and in reply thereto state that a permit has already been granted you to export one thousand bales of cotton.

I have the honor to be, very respectfully, your obedient servant,

CHARLES M. MASON,

Captain and Acting Assistant Adjutant General.

Mr. J. W. ZACHARIE,

(Care R. D. Blossmann,) *Lavaca, Texas.*

ARCHIVE OFFICE, WAR DEPARTMENT, *February 25, 1867.*

I certify that this is a true copy from the records deposited in this office.

G. NORMAN LEIBER,

Brevet Lieut. Col. and Assistant to Chief of Archive Office.

[Special Orders No. 50.—Extract.]

HEADQUARTERS DEPARTMENT OF LOUISIANA,
New Orleans, Louisiana, September 6, 1865.

* * * * *

8. Upon satisfactory evidence that J. W. Zacharie, a citizen of the United States, and a resident of the city of New Orleans, was an absentee from the United States during a part of the period embraced in the rebellion against that government, and that while so absent he did aid the rebellion by furnishing supplies for the rebel armies, and did receive from the rebel government, through its proper treasury and military agents, large sums of money in payment for said supplies, the oath of amnesty taken by him on the 6th of July ultimo, under the President's proclamation of May 29, 1865, is hereby cancelled.

A copy of this order will be filed with the original record in the clerk's office of the United States circuit court for the sixth circuit and the eastern district of Louisiana, and a second copy will be transmitted for file in the Department of State at Washington. The judge advocate of the department will furnish the United States attorney for the eastern district of Louisiana with a transcript of the evidence in this case.

* * * * *

By order of Major General E. R. S. Canby:

WICKHAM HOFFMAN,

Assistant Adjutant General.

Official:

LOUIS V. CAZIARC,

Aide-de-Camp.

[Special Orders No. 34.—Extract.]

HEADQUARTERS DEPARTMENT OF LOUISIANA,
New Orleans, Louisiana, February 9, 1866.

* * * * *

1. It appearing from the report of the inspectors that at the election for directors of the Louisiana State Bank, held on the 22d ultimo, pursuant to General Orders No. 2, current series, from these headquarters, the following-named persons received a majority of the votes cast, they are hereby declared duly elected :

A. D. Grieff, Paulin Durel, Elijah Peale, R. Brugier, T. C. Twitchell, John A. Stevenson, James Reed, J. M. Lapeyre, and J. U. Lavillebeuvre.

It further appearing that, on the 6th instant, a quorum of the directors met, organized, and unanimously adopted the following preamble and resolution :

“Whereas, by order of the major general commanding the department, and in view of the claim that the United States government may assert thereto, the proceeds of the cotton purchased by this bank have thus far been kept separate and untouched ; and whereas, in the Order No. 2, dated 5th of January last, restoring the bank to the stockholders, the rights of the government to all claims of this kind are expressly reserved—

“*Be it therefore resolved,* That this board accepts the surrender of the bank on the terms stipulated in the above referred [to] order, and that the net proceeds of the cotton purchased and received by this bank shall, as heretofore, be kept separate and intact, until the respective claims thereto of the government and the bank shall be definitely adjudicated by competent authority.”

It is ordered that the control of the bank and its assets be turned over to the board of directors, subject to the conditions and with the stipulations contained in the foregoing resolution.

The present liquidators will present to these headquarters a complete statement of their transactions as such, and proper receipts and vouchers will be given them by the directors at the time of the transfer.

* * * * *

By order of Major General E. R. S. Canby :

WICKHAM HOFFMAN,
Assistant Adjutant General.

Official :

LOUIS V. CAZIARC,
Aide-de-Camp.

[Special Orders No. 110.—Extract.]

HEADQUARTERS DEPARTMENT OF LOUISIANA,
New Orleans, Louisiana, May 16, 1866.

* * * * *

2. By authority from the Secretary of War, the title of the United States to the real and movable property of Thompson Greenfield, in the city of New Orleans, now held as abandoned, is so far relinquished as to enable persons holding mortgages or other liens upon said property, who can establish the condition of having been “a loyal citizen of the United States,” or neutral citizen “of any foreign state or power at peace or amity with the United States,” to prosecute their claims against said property by the ordinary process of law. This

order will not affect the rights or interests of the United States to the excess, if there be any, after the *bona fide* claims against this property shall have been provided for.

* * * * *

By order of Major General E. R. S. Canby:

NATHANIEL BURBANK,
First Lieut., A. A. A. General.

Official:

LOUIS V. CAZIARC,
Aide-de-Camp.

[Special Orders No. 108.—Extract.]

HEADQUARTERS DEPARTMENT OF LOUISIANA,
New Orleans, Louisiana, November 7, 1865.

* * * * *

3. Military occupation of the building used as a post hospital, situated on Jackson street, at Thibodeaux, Louisiana, in the parish of Lafourche, the property of Edward L. Lashbrook, will cease on the 20th instant, and possession will be given to the owner, with condition that such possession shall not be to the prejudice of any interest of the United States in and to said property, or any part thereof, and subject to the usual conditions of relief.

* * * * *

By order of Major General E. R. S. Canby:

WICKHAM HOFFMAN,
Assistant Adjutant General.

Official:

LOUIS V. CAZIARC,
Aide-de-Camp.

[Special orders, No. 17.—Extract.]

HEADQUARTERS DEPARTMENT OF LOUISIANA,
New Orleans, Louisiana, January 20, 1866.

* * * * *

3. On the application of his excellency the governor, the State penitentiary at Baton Rouge, Louisiana, except so much of it as may be necessary for the confinement of criminals committed by the United States authorities, will be but in possession of the board of control (appointed by the act of the legislature approved December 22, 1865) on the 31st instant, subject to the condition that this possession shall not be to the prejudice of any right of the United States. The commanding officer of the post will, after conference with the board of control, make such arrangements for the military prison as will interfere as little as possible with the arrangements of the penitentiary, and will make the necessary provisions for the care and custody of United States prisoners.

* * * * *

By order of Major General E. R. S. Canby:

WICKHAM HOFFMAN,
Assistant Adjutant General.

Official:

LOUIS V. CAZIARC,
Aide-de-Camp.

[Special Orders No. 100.—Extract.]

HEADQUARTERS DEPARTMENT OF LOUISIANA,
New Orleans, Louisiana, October 28, 1865.

* * * * *

6. The property of M. M. Simpson, at No. 39 Prytania street, in this city, having been restored to its owner by the Bureau of Refugees, Freedmen, and Abandoned Lands, the military occupation thereof will cease on the 4th proximo, and possession will be given to the owner, with condition that such release shall not be to the prejudice of any interest of the United States in and to said property, or any part thereof, and subject to the usual conditions of release.

* * * * *

By order of Major General E. R. S. Canby :

WICKHAM HOFFMAN,
Assistant Adjutant General.

Official :

LOUIS V. CAZIARC,
Aide-de-Camp.

[General Orders No. 38.]

HEADQUARTERS DEPARTMENT OF LOUISIANA,
New Orleans, Louisiana, September 8, 1865.

The commanding general understands that persons whose property has been seized as confiscable or abandoned, and who have had it restored through the clemency of the government, have threatened the tenants or lessees of the Treasury Department with vexatious suits to recover rent for the terms for which it has been held by such tenants or lessees, and have endeavored to harass or coerce them into compromising these unfounded and unlawful demands.

The tenants of the government are warned that the rents for the terms during which they held under lease or demise from the Treasury or other departments are due to the government alone, and no plea or excuse of a payment to a third party will be accepted or entertained ; but the lawful rights of the general government will be rigidly enforced, and its tenants protected.

By order of Major General E. R. S. Canby :

WICKHAM HOFFMAN,
Assistant Adjutant General.

Official :

LOUIS V. CAZIARC,
Aide-de-Camp.

[General Orders No. 15.]

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, February 27, 1865.

All sales of abandoned or confiscable property in this department, held by the Treasury agency, by virtue of any judgments or decree of the civil courts, unless specially permitted from these headquarters, are hereby prohibited.

This restriction does not apply to sales under judgment of the United States district court on proceedings for confiscation.

By command of Major General Hurlbut :

GEORGE B. DRAKE,
Lieut. Col. and Assistant Adjutant General.

Official :

LOUIS V. CAZIARC,
Aide-de-Camp.

[General Orders No. 101.]

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, La., July 4, 1865.

Under the authority of the War Department General Orders No. 110, of the 7th instant, the control of all subjects connected with "refugees, freedmen and abandoned lands," within the limits of this department, will at once be turned over to the assistant commissioners appointed under the act of Congress approved March 3, 1865.

This transfer will include—

1st. All lands, tenements, and other property, real and personal, held as captured or abandoned property, and now in the possession or under the control of the military authorities, for purposes connected with the care, support, and education of refugees and freedmen.

2d. The unexpended balances of all funds accruing from imposts, taxes, or contributions levied by military authority for these purposes.

3d. The assessment and collection of all taxes heretofore ordered by military authority for the same objects, but not yet collected.

4th. All unexpired contracts, stipulations, or other engagements entered into under existing orders, which will be continued in force until completed, annulled, or modified by the authority of the Bureau of Refugees, Freedmen, and Abandoned Lands.

5th. All records connected with the subjects of refugees, freedmen and abandoned lands, free labor, and colored schools, except such as are essentially military records. In this case, copies of such as are necessary or of interest to the Bureau of Refugees, Freedmen and Abandoned Lands will be furnished the assistant commissioners.

This transfer will be regarded as taking effect at the commencement of the present fiscal year, (July 1st,) and the officers and agents acting under military order will close their money and property accountability at that date, and will make their final returns to the authority under which they have been acting.

Supplies that may be needed for the Bureau of Refugees, Freedmen, and Abandoned Lands, from the supply department of the army, will be ordered by district or sub-district commanders, upon requisitions made or approved by the assistant commissioners, and will be transferred upon regular invoices and receipts, the money value of the property transferred being stated on the invoice. Property already in use, and required for the purposes of the bureau, will be transferred in like manner, at the present actual value.

All officers or agents now on duty under military authority, for any purposes connected with the Bureau of Refugees, Freedmen, and Abandoned Lands, will report by letter to the assistant commissioner of the States or districts in which they are located, and will be continued on duty until they are relieved by officers or agents detailed or appointed under the act of March 3, 1865.

By order of Major General E. R. S. Canby:

J. SCHUYLER CROSBY,
Bvt. Lt. Col., A. D. C., Acting Ass't Adj't Gen'l.

Official:

LOUIS V. CAZIARC,
Aide de-Camp.

WAR DEPARTMENT,
BUREAU OF REFUGEES, FREEDMEN, AND ABANDONED LANDS,
Washington, April 9, 1867.

SIR: I have the honor to forward herewith all the papers in the cases of Duncan F. Kenner and J. W. Zacharie, of New Orleans, called for by House resolution of February 21, 1867.

These papers should have accompanied my report in answer to that resolution. The delay in transmitting them arises from the fact that it was necessary to send to New Orleans for the greater part of them.

Very respectfully, your obedient servant,

O. O. HOWARD,
Major General, Commissioner, &c.

Hon. E. M. STANTON,
Secretary of War.

[Indorsed.]

Respectfully referred to Major General E. R. S. Canby, president claims commission.

E. D. TOWNSEND,
Assistant Adjutant General.

ADJUTANT GENERAL'S OFFICE, *April 10, 1867.*

Respectfully returned. This subject, so far as it was referred to me, has already been reported upon. These papers appear to be connected with General Howard's report, and were probably sent to me by mistake.

ED. R. S. CANBY,
Brevet Major General U. S. A.

WASHINGTON, *April 18, 1867.*

NEW ORLEANS, *December 27, 1865.*

GENERAL: By the enclosed statement of Mr. Stickney, you will see that Mr. D. F. Kenner has neglected to give the bond required by the order placing him in possession of the Ashland and Bowden plantations.

Mr. Kenner, I am informed, has planted most of the cane on the places, and has gone up with the design of shipping the sugar, cotton, &c., grown upon them.

Mr. Stickney tells us that Mr. Kenner having failed to give a bond, we, who are securities for the lessees, Graves and Russell, will be held liable to the United States and to the freedmen, according to the terms of the leases.

This being the case, we ask that you take charge of the crops, to secure us from liability as securities, and also to compensate us for our outlays and labor on the plantation in raising the crops. As long as the order is in force placing Kenner in possession, we can do nothing to secure our rights, and therefore are compelled to ask your aid.

We remain yours, very respectfully,

C. A. WEED & CO.

Major General A. BAIRD,
Ass't Comm'r R., F., and A. L., State of Louisiana.

HEADQUARTERS BUREAU OF REFUGEES, FREEDMEN,
AND ABANDONED LANDS, STATE OF LOUISIANA,
New Orleans, La., November 9, 1865.

Memorandum.—Mr. Graves is the real lessee of both the Ashland and Bowden plantations, and an agreement has been made between Mr. Kenner and Graves to allow Mr. Kenner to take possession in accordance with Special

Orders 55, paragraph 3. Mr. Kenner has agreed to pay commission merchants for all advances made to these plantations, and the usual commission. The government dues reserved for this bureau.

J. S. FULLERTON,
Brevet Brigadier General and Ass't Comm'r
Bureau R., F., and A. Lands.

Official :

WM. H. STERLING,
Captain 1st Infantry, Act. Ass't Adj't Gen.

[Special Orders No 55.—Extract.]

HEADQUARTERS BUREAU OF REFUGEES, FREEDMEN,
AND ABANDONED LANDS, STATE OF LOUISIANA,
New Orleans, La., October 23, 1865.

* * * * *

III. The plantations known, the one as the Ashland plantation, leased to G. W. Graves, and the other as Bowden plantation, leased to W. P. Russell, are hereby restored to Duncan F. Kenner, esq., he having received a special pardon from the President. Mr. Kenner will be placed in possession of this property without delay, and he will pay all expenses and outlays incurred in the working of the same for the current year; he will also give sufficient security to this bureau for the continuance and fulfilment of all contracts entered into with the freedmen thereon.

* * * * *

By order of Brevet Brigadier General J. S. Fullerton, assistant commissioner Bureau of Refugees, Freedmen, and Abandoned Lands, State of Louisiana :

D. G. FENNO,
First Lieut. and Act'g Ass't Adj't Gen.

Official :

WM. H. STERLING,
Captain 1st Infantry, Act'g Ass't Adj't Gen.

HEADQUARTERS BUREAU OF REFUGEES, FREEDMEN,
AND ABANDONED LANDS, STATE OF LOUISIANA,
New Orleans, Louisiana, November 17, 1865.

Memorandum.—Any orders which have been issued from this bureau putting Mr. Duncan F. Kenner in possession of property which had been previously in the possession of the United States and leased to third parties have been made with the consent of the lessees.

They are only intended to announce the fact that the lessees have relinquished to the United States the claim which they had to protection against Mr. Kenner, the restored owner of the property.

These orders cannot be regarded by the lessees as a military restraint upon them, nor pleaded in bar of any legal proceedings against them by outside parties.

By order of Brevet Major General A. Baird, United States volunteers, assistant commissioner Bureau Refugees, Freedmen, and Abandoned Lands :

D. G. FENNO,
First Lieutenant and Act. Ass't Adj't Gen.

Official :

WM. H. STERLING,
Captain First United States Infantry, Act. Ass't Adj't Gen.

HEADQUARTERS DEPARTMENT OF LOUISIANA,
New Orleans, Louisiana, November 7, 1865.

E. R. S. Canby, major general commanding, refers letter of Charles A. Weed & Co., respecting their interests in the Bowden and Ashland plantations, lately restored to D. F. Kenner, to assistant commissioner Bureau Refugees, Freedmen, and Abandoned Lands, State of Louisiana, stating that the faith of the government is as fully and fairly committed to the lessees as it possibly can be, &c.

HEADQUARTERS BUREAU OF REFUGEES,
 FREEDMEN, ETC., STATE OF LOUISIANA,
New Orleans, Louisiana, November 8, 1865.

Respectfully returned.

Mr. McKee, of the firm of Weed & Co., has on one or two occasions presented to me his statements in this case. The matter has been carefully examined and settled.

Weed & Co. is the firm which, according to common report, is under suspicions of cotton stealing, and I do not know but they are suspected by the military authorities. It looks very much as though they are trying to do a wrong in this case. This firm is not a party to the lease; they have made advances as stated, and Mr. Kenner has made arrangements to repay them fully for the same whenever they present their accounts. A satisfactory agreement was made between Mr. Kenner and the lessees in reference to crops, &c., before the property was restored.

J. S. FULLERTON,
Bvt. Brig. Gen. Vols., Ass't Com'r, &c., State of Louisiana.

Official:

WM. H. STERLING,
Captain First United States Infantry, Act. Ass't Adj't Gen.

OFFICE SUPERVISING SPECIAL AGENT
 TREASURY DEPARTMENT, THIRD AGENCY,
New Orleans, August 26, 1865.

SIR: I enclose herewith copies of papers now in my possession of P. W. Gray, confederate treasury agent trans-Mississippi department, showing that J. W. Zacharie was, a short time previous to the surrender of Kirby Smith, engaged in furnishing supplies to the rebels.

Respectfully, your obedient servant,

BENJ. F. FLANDERS,
Supervising Special Agent Treasury Department, Third Agency.
 THOMAS CONWAY, Esq., *New Orleans.*

Warrant No. 198.

TREASURY AGENCY, FOREIGN SUPPLY OFFICE,
Marshall, May 16, 1865.

SIR: I have the honor to request a bill of exchange in favor of George W. Carter, at sixty days' sight, on Messrs. Frazer, Trenholm & Co., for eleven hundred and thirty-three dollars and fifty cents, (\$1,133.50,) in sterling, at \$4 85 to the pound, in payment of bill for percussion caps.

You will also cause to be issued one bill of exchange, sterling, on Messrs. Frazer, Trenholm & Co., in favor of Alexander Collie & Co., for £10,000; one in favor of Messrs. Ball, Hutchings & Co., for £589 14s. 4d., and the balance of sixty-two thousand one hundred and ninety dollars and twelve cents, (\$62,190 12,)—computing the pound sterling at \$4 85—in bill of exchange in favor of Messrs. Alexander Collie & Co. This sum of \$62,190 12 is to be used in payment of cargo of supplies bought from the agents of said Collie & Co., and introduced into our lines on board of the ship Flamingo.

Respectfully, your obedient servant,

W. C. BLACK,
Captain and Chief Foreign Supply Office.

Hon. P. W. GRAY, *Treasury Agent.*

Mr. Gale, warrant clerk, will prepare warrant in favor of Captain Black for \$69,788 90, with which he is to be charged, payable in coin, out of the appropriation for "purchase of cotton naval stores."

S. W. HAMPTON, *Chief Clerk.*

TREASURY AGENCY, *May 16, 1865.*

TREASURY AGENCY, FOREIGN SUPPLY OFFICE,
Houston, May 6, 1865.

\$6,465 28.

SIR: At sight please pay to Mr. J. W. Zacharie, or order, the sum of six thousand four hundred and sixty-five dollars and twenty-eight cents, in sterling exchange, of the honorable P. W. Gray, agent treasury, trans-Mississippi, on Messrs. Frazer, Trenholm & Co., Liverpool, England, in full of invoice surgical instruments and drugs.

HENRY SAMPSON,
Treasury Agent Foreign Supply Office.

Captain W. C. BLACK,
Chief Foreign Supply Office, Marshall.

TREASURY DEPARTMENT, FOREIGN SUPPLY OFFICE,
Marshall, May 16, 1865.

SIR: I have the honor to request your bill of exchange on Frazer, Trenholm & Co., in favor of J. W. Zacharie, for sixty-four hundred and sixty-five dollars and twenty-eight cents, in sterling, at the rate of \$4 85 to the pound, in payment of the above draft.

Respectfully, your obedient servant,

W. C. BLACK,
Captain and Chief Foreign Supply Office.

Hon. P. W. GRAY, *Treasury Agent.*

Treasury Warrant No. 199.

TREASURY AGENCY TRANS-MISSISSIPPI DEPARTMENT.

To the principal depository of the Confederate States at Marshall, greeting :

Appropriation.

Purchase of cotton, naval stores, and other property, under direction of the president, to meet the engagement of the government, &c.

Draw draft on principal depository for £14,389 9s. 3d.

Pay to W. C. Black, captain and chief Foreign Supply Office, or order, out of the appropriation named in the margin, sixty-nine thousand seven hundred and eighty-eight dollars and ninety cents, in coin, and for which sum said W. C. Black, captain, is to be charged and held accountable. For so doing this shall be your warrant.

Given under my hand this sixteenth day of May, in the year one thousand eight hundred and sixty-five.

P. W. GRAY,

Agent of the Treasury, Trans-Mississippi Dept.

\$69,788 90 coin.

Countersigned, May 17, 1865 :

T. H. KENNEDY,

Comptroller T. M. D.

Recorded (May) 17, (1865.)

D. F. SHALL, *Auditor.*

Received, for the above warrant, draft No. —, on Confederate States depository at —, for \$—, this — day of —, 186 .

OFFICE SUPERVISING SPECIAL AGENT

TREASURY DEPARTMENT, THIRD AGENCY,

New Orleans, August 14, 1865.

SIR : I have positive evidence that Mr. J. W. Zacharie, who has petitioned for the release of his property in this city, was engaged during the late rebellion in furnishing the rebel government with foreign supplies, and that he received bills of foreign exchange therefor as late as 20th May, 1865.

I would, therefore, respectfully suggest that steps be taken immediately to arrest the restoration of his property to him, as I understand that he is making vigorous efforts to obtain possession of said property, together with all the revenues that have accrued to the government therefrom.

Very respectfully,

BENJ. F. FLANDERS,

Supervising Special Agent.

THOS. W. CONWAY,

Superintendent Bureau Freedmen, &c.

HEADQUARTERS BUREAU OF REFUGEES, FREEDMEN, AND

ABANDONED LANDS, STATE OF LOUISIANA,

New Orleans, Louisiana, September 8, 1865.

GENERAL : I have the honor to forward herewith additional evidence in the case of J. W. Zacharie, consisting of copies of papers found in the possession of the treasury agent of the late Confederate States, (trans-Mississippi department,) implicating him in running the blockade, and furnishing the rebels

with supplies, &c.; also, additional testimony taken before the United States district court at the time the case of Zacharie was on trial before that court.

Very respectfully, your obedient servant,

THOMAS W. CONWAY,

Ass't Com. Bureau Refugees, Freedmen, &c., State of Louisiana.

Major General O. O. HOWARD, *Commissioner, &c.,*

War Department, Washington, D. C.

Official :

WM. H. STERLING,

Captain First U. S. Infantry, A. A. A. General.

NEW ORLEANS, *September 26, 1865.*

DEAR SIR: General Howard's order came to hand two weeks ago, and after presentation and long deliberation upon it, Mr. Conway offers to release the property on condition that I will sign the enclosed certificate, which is appended to the receipt of the property, and that he is to collect the rent for the month of September. As General Howard's order is dated September 2, in my opinion the property was released from that moment; and as the certificate required is a quit-claim, I have declined signing it, preferring to await my father's arrival, and to let him act upon it. Conway's action in the matter amounts virtually to a setting aside of General Howard's order. My father is still absent in Texas, but we are expecting him in the first week in October. I would be glad if you could force Mr. Conway to comply literally with General Howard's order, and at the earliest practicable moment.

Yours, respectfully,

F. C. ZACHARIE.

W. L. HODGE, Esq., *Washington.*

Personally appeared before me James Waters Zacharie, who being duly sworn, declares, in answer to the interrogatories propounded to him by the officers of the Freedmen's Bureau:

To the 1st, 2d, 3d, 4th, 5th, 6th, and 7th, he answers that he has never been in the employ of the so-called confederacy in any capacity.

To the 8th he answers in the negative.

To the 9th. He left New Orleans on the 24th August, 1861, for Havana, and returned on the 26th January, 1862; remained until the 24th of February, and left for Mexico, through Texas, and has been at Havana, Mexico, and Texas ever since, having left Matamoras on the 18th of May last, returning to New Orleans via Galveston, Texas, and arrived on the 4th of July last.

To the 10th, 11th, and 12th, he answers in the negative.

To the 13th. At Matamoras and Brownsville, endeavoring to secure his property in Texas; and has been constantly travelling in Mexico, Cuba, and Texas.

To the 14th. He returned from Texas here by permission of the United

To the 15th. In his opinion, he has given no aid to the rebellion.

To the 16th, 17th, 18th, and 19th, he answers in the negative.

To the 20th. He took the oath on the 6th July, 1865; the certificate is now in Washington.

To the 21st, he answers in the negative.

To the 22d. About \$250,000, but is mortgaged to the Citizens' Bank (to secure its stock) and others for upwards of two hundred thousand dollars, and if the mortgages were foreclosed, would not sell for its indebtedness, as there are judgments and privileges for taxes, &c., for the last four years, amounting to over \$15,000.

To the 23d and 24th. Not having seen the oath declared by the President's proclamation of the 8th December, 1862, he has not taken it, being then in Mexico or Texas.

J. W. ZACHARIE.

Sworn to and subscribed before me on the 4th of November, 1865.

[SEAL.]

ED. MERRIMER, *J. P.*

WAR DEPARTMENT,
BUREAU REFUGEES, FREEDMEN, AND ABANDONED LANDS,
Washington, January 16, 1866.

Respectfully referred to Brevet Major General A. Baird, assistant commissioner, &c., New Orleans, Louisiana. The letter referred to within was written October 7, 1865, but contains no direction to refrain from collecting rents after the date of the amnesty oath. If any such rents were actually collected, the bureau will not restore them to Mr. Zacharie.

By order of Major General O. O. Howard, Commissioner, &c. :

WM. FOWLER,
Assistant Adjutant General.

NEW ORLEANS, *December 11, 1865.*

DEAR SIR : Captain W. B. Armstrong, assistant quartermaster of the Freedmen's Bureau, in delivering me my property by your order, has refused to refund me the rents which he had collected subsequent to my amnesty oath, which my friend, William L. Hodge, esq., of Washington, informed me, under date of the 7th October last; he says: "General Howard, whilst I was with him, caused a letter to be written to General Fullerton directing him to examine into your case and do what was right, and expressly instructed him not to ask or exact the signature to the paper giving up all claims on the United States or its agents; and if you have any just claim you should not be required to relinquish it; also, *not to collect any rents subsequent to the amnesty oath* or pardon, but leaving *all* previously collected as an open question;" and when calling upon General Baird and showing him Mr. Hodge's letter, he requested the adjutant to look for the letter alluded to. He could find none, and thinks if you had such a letter as Mr. Hodge refers to, you must have taken it off with you.

Should you have had such instructions, you will oblige me by writing to General Baird on the subject, and send your letter under cover to me, as it will save me six hundred dollars collected in August, as my amnesty oath was taken on the 6th July, and I obtained a judgment in my favor on the 15th July from the United States district court. As B. F. Flanders collected the same rent for the month of July, and was not under your control, I suppose I shall lose that amount, unless I recover it before the Court of Claims.

Requesting the favor of an immediate answer, which will oblige,

Yours, respectfully,

J. W. ZACHARIE.

General J. S. FULLERTON.

UNITED STATES vs. TWENTY-EIGHT LOTS AND A PORTION OF GROUND
THE PROPERTY OF JAMES WATERS ZACHARIE.

In the United States district court, eastern district of Louisiana—No. 8009.

In obedience to a warrant, issued in this court, to me directed in the above-entitled suit, I have seized and taken into my possession—

One lot of ground, situate in the second district of this city, in the square bounded by Royal, Custom-house, Bourbon, and Bienville streets, measuring 30 feet front on Custom-house street, by a depth of 148 feet, bounded on the side next Royal street by the property of Mr. Chalron, and on the side next Bourbon street by that of Alonzo Murphy, acquired by purchase from Mrs. A. M. R. Duegan, widow of J. B. Riviere, as per act before T. Seghers, notary, dated November 16, 1836.

A lot of ground, situate in the same square, and measuring, American measure, 37 feet 1 inch front on Bienville street, by a depth of 162 feet on the side towards Bourbon street, and 159 feet 10½ inches on the side towards Royal street, acquired by purchase from R. D. Shepperd, as per act before D. I. Ricardo, notary, dated December, 1858.

A lot of ground situate in first district of this city, in the square bounded by Common, Tremé, Marais, and Jackson, (now Gasquet street,) and designated by the No. 4, and measuring, in English measure, 24 feet on Common street, by a depth of 87 feet 10 inches and a fraction on the side line dividing it from lot No. 5, and 23 feet 7 inches in width in the rear, acquired by purchase from A. W. Scates and A. D. Crossman, as per act passed before W. Y. Lewis, notary, dated January 13, 1840.

The lots of ground, situate in the second district of this city, in square No. 1, bounded by Canal, public road, (now Peters street,) Front and Crossman streets, and designated by the numbers 12, 13, and 14, on a plan drawn by L. H. Palié, dated May 20, 1848, and deposited in the office of C. Cuvellier, notary, and measuring 22 feet 4 inches and 2 lines front on the public road, (now Peters street,) by a depth of 90 feet—lot No. 12 forming the corner of Crossman street, acquired by purchase from municipality No. 1, as per act passed before J. Cuvellier, notary, dated August 14, 1848.

Six lots of ground, situate in the first district of this city, in the square bounded by St. Charles, Common, Canal, and Camp streets, and designated by the numbers 1, 2, 3, 4, 5, and 7, on a plan of seven lots of ground, annexed to an act passed before Felix Grima, dated May 4, 1835, and measuring, in English measure: lot No. 1, 22 feet 8 inches 4 lines front on St. Charles street, by a depth and front of 80 feet on Common street, and 79 feet 3 inches on the side line dividing it from lot No. 2, and by a width of 21 feet 7½ inches in the rear; lot No. 2, 22 feet 7 inches front on St. Charles street, by a depth of 79 feet 3 inches on the side line dividing it from lot No. 1, and 78 feet 6 inches on the side line dividing it from lot No. 3, and by a width of 21 feet 7½ inches in the rear; lot No. 3, 22 feet 7 inches front on St. Charles street, by a depth of 78 feet 6 inches on the side line dividing it from lot No. 2, and 77 feet 9 inches on the line dividing it from lot No. 4, by a width of 21 feet 7½ inches in the rear; lot No. 4, 22 feet 7 inches front on St. Charles street, by a depth of 77 feet 9 inches on the side line dividing it from lot No. 3, and 77 feet on the side line dividing it from lot No. 7; lot No. 5, 22 feet 8 inches front on Common street, by a depth of 86 feet 6 inches on the side line adjoining lots 1, 2, 3, and 4, and 85 feet 6 inches on the side line dividing it from lot No. 6, and by a width of 21 feet 9 inches in the rear adjoining lot No. 7; lot No. 7, 22 feet 7 inches front on St. Charles street, by a depth of 98 feet 9 inches on the side line dividing it from lots Nos. 4 and 5, and 97 feet 10 inches on the opposite side line dividing it from the property of John Linton, and a width of 21 feet four inches in the rear, dividing it from lot No. 6. Acquired by purchase at public auction, (sheriff's

sale,) as per deed executed by Sydney Lewis, sheriff, dated January 13, 1845, by virtue of a *fieri facias* directed to him by the district court of Louisiana, in the case of the Union Bank of Louisiana *vs.* Mary Pritchard, being No. 23,507 of the docket of said court.

A lot of ground situate in the first district of this city, in the square bounded by St. Charles, Common, Camp, and Canal streets, and measuring, according to a plan of C. F. Zimpel, surveyor, annexed to an act before H. B. Cenas, notary, dated October 21, 1835, 21 feet 11½ inches front on St. Charles street, by a depth of 100 feet 4 inches on one side line, and 97 feet 5½ inches on the opposite side line, separating it from a narrow strip of ground belonging to the Mechanics and Traders' Bank, about 9 feet 3 inches wide, used as a corridor or passage, and by a width of 21 feet 11½ inches on an irregular line separating it from other property of said bank. Acquired by purchase from the Union Bank of Louisiana, as per act before A. Mazureau, notary, dated February 24, 1845.

Fourteen lots of ground situate in the first district of this city, in the square bounded by Broad, Palmyra, Banks, and Dorgenois streets, and designated by the numbers 1, 2, 3, 4, 5, 10, 11, 12, 13, 16, 17, 18, 20, and 21, on a plan drawn by L Surgi, dated October 10, 1844, and deposited in the office of P. R. Labarre, notary, and measuring—lot No. 1, 33 feet 4 inches and 5 lines front on Broad street, by a depth and front of 120 feet on Banks street; lots numbers 2, 3, 4, 5, and 10, each 33 feet front on Broad street, by a depth of 120 feet between parallel lines, lot 10 forming the corner of Broad and Palmyra streets; lots numbers 11, 12, and 13, each 33 feet front on Banks street, by a depth of 165 feet 2 inches and 3 lines; lots numbers 16, 17, 18, 20, and 21, each 30 feet front on Palmyra street, by a depth of 165 feet 2 inches and 3 lines, between parallel lines.

A portion of ground situate in same square, measuring 80 feet 11 inches and 1 line front on Banks street, 81 feet wide in the rear, by a depth of 165 feet 2 inches and 3 lines on the side line dividing it from lot No. 13, and the same depth on the line dividing it from property of Francis Lacroix. Acquired by purchase from H. H. Zacharie, as per act passed before Edward Barnett, notary, dated August 8, 1860.

One lot of ground situate in the first district of this city, in the square bounded by Banks avenue, Broad, Palmyra, and Jackson (now Gasquet) streets, and designated by the number 9 on a plan of section 2, now deposited in the office of Christian Roselius, receiver of the company, measuring 33 feet front on Broad street, by a depth of 120 feet between parallel lines. Acquired by purchase at sheriff's sale, as per deed executed by E. T. Parker, sheriff, dated August 29, 1860, by virtue of a writ of seizure and sale to him directed by the third district court of New Orleans, at the suit of C. Roselius, receiver, *vs.* H. H. Zacharie, and No. 15,163 of the docket of said court:

Together with all the improvements, buildings, rights, privileges, appurtenances, and other hereditaments to the same belonging or in anywise appertaining, and all the right, title, and interest of the said James Waters Zacharie therein, now libelled by the United States for the reasons assigned and set forth in the libel in the above entitled suit, now pending in the said district court. And I do hereby cite and admonish the owner or owners thereof, and all persons having or pretending to have any right, title, or interest in or to the same, to be and appear at a district court of the United States for the district aforesaid, to be holden at the city of New Orleans, on or before the third Monday from the date hereof, to show cause, if any they have or can, why the said property should not be condemned and forfeited to the United States, agreeably to the prayer of the libel.

CUTHBERT BULLITT,
United States Marshal.

UNITED STATES MARSHAL'S OFFICE,
New Orleans, March 23, 1865.

NEW ORLEANS, *October 26, 1865.*

GENERAL: I would respectfully make application for a formal release of my property by the Freedmen's Bureau. On the 20th of July last the United States district court for the eastern district of Louisiana decreed in my favor in the libel suit against my property, but when taking possession of it, under written authority from the United States marshal, I was met by an opposition from your predecessor in office, who refused to comply with the mandate of the court, when I wrote to Washington and procured an order from General Howard, chief of the bureau, dated September 2, directing him (Conway) to restore me the property, which he declined doing unless I would sign a release of the government for all damages and rents that had accrued since the 1st September, 1862, until now, which receipt my friends in Washington have notified me General Howard has instructed the bureau not to exact. The taxes and insurance, as well as other expenses, have remained unpaid from September 1, 1862, until now, during which the government has enjoyed the rents, and the assistant quartermaster has even continued to collect the rent since the reception of General Howard's order. I now propose that if the bureau will return me \$600, which is the amount collected since the reception of General Howard's order, and will pay the current expenses of the property while they were in possession,* I will sign a quit-claim for all rents collected in the past three years. I consider this a liberal offer, as the rents far exceed the contingent expenses during the time of the government's occupation, and make it to obtain a speedy settlement of the business.

Very respectfully, your obedient servant,

J. W. ZACHARIE.

Brigadier General J. S. FULLERTON,

Assistant Commissioner Freedmen's Bureau.

And I hereby release the government of the United States, and the officers and agents thereof, from any claim I have or may have had for damages, use, occupation, or possession of the above property, arising out of said seizure by the United States government, or any of its officers or agents; and I hereby agree to indemnify the said United States, its agent or agents, against all claims, suits, and proceedings of any kind whatsoever, on account of the acts of said agent or agents, in relation to said property.

HEADQUARTERS BUREAU OF REFUGEES, FREEDMEN,
AND ABANDONED LANDS, STATE OF LOUISIANA,
New Orleans, Louisiana, October 27, 1865.

CAPTAIN: You are hereby directed to restore, so far as the jurisdiction of this bureau extends over it, the property of J. W. Zacharie, now held by this bureau "as abandoned," in accordance with the order of General Howard, Commissioner, &c., of September 2, 1865.

All rents which have accrued since that date on the aforesaid property will be delivered to Mr. Zacharie.

The above is communicated by direction of the assistant commissioner.

Very respectfully, your obedient servant,

D. G. FENNO,

First Lieutenant and A. A. A. G.

Captain W. B. ARMSTRONG,

Assistant Quartermaster.

Official:

WILLIAM H. STERLING,
Captain First U. S. Infantry, A. A. A. G.

* Taxes, premiums of insurance, and repairs.

HEADQUARTERS BUREAU OF REFUGEES, FREEDMEN,
AND ABANDONED LANDS, STATE OF LOUISIANA,
New Orleans, Louisiana, September 6, 1865.

GENERAL: The enclosed papers bear upon the case of J. W. Zacharie, a noted rebel and blockade-runner, whose property was ordered to be given up to him by Judge Durell, of the United States district court. His case is so clear that both General Canby and myself have appealed. I sent a statement by telegraph, showing that he paid agents employed to procure your order in his favor.

Mr. Shannon, who writes me in regard to the case, is a loyal citizen. He is doubtless well paid, and his loyalty gives way to his reward from Zacharie. We have discovered the strongest kind of testimony in this case, and in my judgment the property belonging to him can in some other court be forever kept out of his hands.

As abandoned property General Canby and myself agree that, by the law of nations and of war, the title is in the United States, and the courts have no jurisdiction. The property was brought up for confiscation, and the decision was in accordance with the evidence then produced, but since then we have procured other important and conclusive testimony. I am making copies of it to send you. Zacharie told me that he did run the blockade with a cargo of cotton from Texas. He made other confessions to me which are conclusive to my mind that the facts are clearly against him.

I wish that a report which General Canby is now making—or may have already made—could be seen by you. It bears upon this matter.

One of the enclosed papers gives the opinion of the United States district attorney for this district, in reply to an inquiry of the judge advocate of the department; the other is a letter of my disbursing officer, addressed to me, which is indorsed by General Canby. I respectfully ask your attention to General Canby's indorsement.

I have the honor to be, general, very respectfully, your obedient servant,

THOMAS W. CONWAY,

*Assistant Commissioner Bureau Refugees, Freedmen,
and Abandoned Lands, State of Louisiana.*

Major General O. O. HOWARD,

Commissioner, &c., War Department, Washington, D. C.

Official :

WM. H. STERLING,

Captain First U. S. Infantry, A. A. A. G.

HEADQUARTERS BUREAU OF REFUGEES, FREEDMEN,
AND ABANDONED LANDS, STATE OF LOUISIANA,
New Orleans, Louisiana, September 23, 1865.

CAPTAIN: In accordance with orders from Major General O. O. Howard, Commissioner of this bureau, you will release to its owners—the proper receipts being given at the end of the present month—the property of J. W. Zacharie.

The rents due for the present month on this property will be collected by you.

By order of Thomas W. Conway, assistant commissioner, &c.

D. G. FENNO,

First Lieutenant and A. A. A. G.

Captain W. B. ARMSTRONG,

Ass't Quartermaster Bureau Refugees, Freedmen, &c.

Official :

WM. H. STERLING,

Captain First U. S. Infantry, A. A. A. G.

HEADQUARTERS BUREAU OF REFUGEES, FREEDMEN,
AND ABANDONED LANDS, STATE OF LOUISIANA,
New Orleans, Louisiana, August 26, 1865.

GENERAL: Mr. J. W. Zacharie, of New Orleans, has an order from the United States district court, over which Judge Durell presides, for the release of all his property. The property is worth more than two hundred thousand dollars, and is in use by this bureau, and needed by it.

Zacharie's case was hurried through the court, and delay was not given in order to procure additional testimony. He was a blockade-runner, procuring and selling supplies to the rebels. The proof is clear, and I appeal as directed in your telegram of the 28th July. He is making great efforts to have the order of the court enforced. If necessary the case should go to a higher court. I am confident, and am advised by many of our best men. Are we entitled to the rents of the property until the matter is decided at Washington? Zacharie did aid and comfort the rebels.

THOMAS W. CONWAY,
*Assistant Commissioner, Bureau Refugees, Freedmen,
and Abandoned Lands, State of Louisiana.*

Major General O. O. HOWARD,
*Commissioner Bureau Refugees Freedmen, and
Abandoned Lands, War Department, Washington, D. C.*

Official:

WM. H. STERLING,
Captain First U. S. Infantry, A. A. A. G.

WAR DEPARTMENT,
BUREAU OF REFUGEES, FREEDMEN, AND ABANDONED LANDS,
Washington, September 2, 1865.

SIR: You are hereby directed to restore, so far as the jurisdiction of this bureau extends over it, the property in New Orleans, Louisiana, owned by J. W. Zacharie, of said city.

This property is claimed to be as follows, viz: Twenty-eight lots and a portion of land with the improvements thereon, in the city of New Orleans, Louisiana.

This property is restored on condition that present lessees from the government be allowed to retain possession until the expiration of their leases.

The order of restoration is not to be construed as giving Mr. Zacharie any additional claim for damages or rents which have accrued.

By order of Major General Howard, Commissioner:

WM. FOWLER,
Assistant Adjutant General.

Rev. Mr. CONWAY, *Assistant Commissioner, &c.*

WAR DEPARTMENT,
BUREAU OF REFUGEES, FREEDMEN, AND ABANDONED LANDS,
Washington, October 7, 1865.

GENERAL: I am directed by General Howard to enclose to you papers in the cases of Mrs. and Miss Eustis, of New Orleans, for action in compliance with Circular No. 15, current series, from this bureau; also a letter from Mr. Zacharie of that city, whose property was ordered to be restored, but the order revoked

by telegram upon receipt at this office of certain papers from Mr. Conway implicating Zacharie in blockade-running, and stating that an appeal from the decision of the United States district court was to be taken. It appears from Mr. Zacharie's letter that Mr. Conway was willing to give up the property upon the owner's signing a certain release, copy enclosed. With respect to this General Howard directs me to say that he does not desire to bar parties from making or prosecuting any claims upon the government. You will please investigate the case, and if you think proper restore the property according to the original order sent from this office.

Very respectfully, your obedient servant,

WM. FOWLER,
Assistant Adjutant General.

Brevet Brigadier General J. S. FULLERTON,
Assistant Adjutant General.

HEADQUARTERS BUREAU OF REFUGEES, FREEDMEN,
AND ABANDONED LANDS, STATE OF LOUISIANA,
New Orleans, Louisiana, August 31, 1865.

GENERAL: I beg leave to respectfully inform you that I hold in my hands several orders of the United States district court, Judge E. H. Durell presiding, dismissing the libels against the property of several parties, and ordering the restoration of their property; that the names of the parties whose property was libelled are among others as follows, viz: J. W. Zacharie, John M. Beach, Robert W. Estlin, A. D. Kelly, and Sidney Story; that the property of each of those parties is held as abandoned property within the meaning of the law; that I am confident that the proof very clearly exists which goes to substantiate this status of the property, and that especially in the cases of Zacharie and Story does there exist in this city proof so clear that the dismissing of the libels against the property is surprising to a great degree, and that in the case of the former, it is shown very clearly that he spent most of his time for four years running the blockade, giving aid and comfort to the insurgent forces and supplying them with munitions of war.

I am making careful examination into all the cases named, and in accordance with the instructions received from Major General Howard, I will refuse to give up property belonging to persons whose cases are as clear as is that of Zacharie and Story, appealing from decisions of Judge Durell to General Howard.

I am convinced that if abandoned property continues to be given up on the decrees of this and other courts in Louisiana as it has been for some time past, the government will soon be without room for its stores and supplies, and will be driven to an enormous expense in the renting of private property.

I strongly urge the importance of the withholding from the courts all jurisdiction in the case of abandoned property, and that the treatment of such property be left exclusively in the hands of the military power of the country.

I have the honor to be, very respectfully, your obedient servant,

THOMAS W. CONWAY,
*Assistant Commissioner Bureau of Refugees, Freedmen
and Abandoned Lands, State of Louisiana.*

Major General E. R. S. CANBY,
Commanding Department of Louisiana.

Official:

WILLIAM H. STERLING,
Captain First United States Infantry, A. A. G.

*Deposition of Major T. G. Rhett.*STATE OF LOUISIANA, *City of New Orleans:*

Before me, the undersigned authority, personally appeared Thomas G. Rhett, who, being duly sworn, did depose and say that he held a commission as major in the army of the so-called Confederate States, and was stationed in the department known as the trans-Mississippi department, and comprising the States of Texas and Arkansas and that portion of the State of Louisiana lying west of the Mississippi river, together with the Territories of Arizona, New Mexico, and the one known as Indian territory, and that he did duty in said department as chief of ordnance on the staff of the so-called General Smith, in which position he, by virtue of his office, knew of all contracts, sales, purchases, exchanges or donations of arms, powder, lead, shot, cannon, nitre, metals of all kinds, caps, and all other ordnance stores sold or in any manner furnished the so-called Confederate States in the department aforesaid by all or any parties, directly or indirectly; that he further knew of all importations of munitions of war into said department from the month of December, 1862, to May, 1865, during which time deponent held the aforesaid office. Deponent further declareth that he has known J. W. Zacharie, of this city, for a number of years, and that he knows that said Zacharie never did either contract to sell or in any way furnish the so-called Confederate States with munitions of war during the time aforesaid the deponent held the office before mentioned; that deponent would have known if said J. W. Zacharie had either imported or in any way furnished munitions to the aforesaid so-called Confederate States, and that he knows that said Zacharie did not do both or either of these things.

Deponent further declares that he made a statement under oath of the facts before mentioned in presence of the judge and clerk of the United States district court for the eastern district of the State of Louisiana at the last sitting thereof, and during the trial of the cause of the United States *vs.* The property of J. W. Zacharie.

THOMAS G. RHETT.

Sworn and subscribed before me, this 12th day of August, A. D. 1865, at my office in the city of New Orleans and parish of Orleans.

[SEAL.]

K. LOEW,

*Deputy Clerk U. S. Dist. Court, Eastern Dist. Louisiana.*No. 8009.—UNITED STATES *vs.* THE PROPERTY OF J. W. ZACHARIE.CLERK'S OFFICE, *August 1, 1865.*

I certify that the judgment decreeing a restitution of the libelled property to the defendant, rendered on the 15th of July, 1865, was signed on the 20th of same month, and that no appeal has been taken by the United States.

K. LOEW, *Deputy Clerk.*

AUGUST 1, 1865.

I do further certify that the district attorney declines to appeal herein, and so stated in my presence.

K. LOEW, *Deputy Clerk.*

No. 912.

I do solemnly swear or affirm, in the presence of Almighty God, that I will henceforth faithfully defend the Constitution of the United States, and the Union of the States thereunder, and that I will in like manner abide by and faithfully support all laws and proclamations which have been made during the existing rebellion with reference to the emancipation of slaves. So help me God.

J. W. ZACHARIE.

Sworn to and subscribed before me this 6th day of July, A. D. 1865.

[SEAL.]

CHARLES CLAIBORNE,

*Clerk United States Circuit Court,**Sixth Judicial Circuit and Eastern District of Louisiana.*

WASHINGTON, *October 1, 1865.*

DEAR GENERAL: You may recollect an order you gave some weeks since for the restoration of the property in New Orleans to J. W. Zacharie. I now submit a letter received to-day from Mr. Zacharie for your perusal, and will call to-morrow to ascertain what action you can consistently take in the matter.

Very respectfully,

WILLIAM L. HODGE.

APPROPRIATIONS FOR EXPENSES OF OSAGE INDIANS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

Estimates of appropriations to defray expenses for delegation of Great and Little Osage Indians to Washington.

JANUARY 16, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, January 16, 1868.

SIR: I have the honor to transmit herewith a copy of a letter dated the 14th instant, from the Indian Bureau, submitting an "estimate of appropriations required to defray expenses of a delegation of Osage Indians to visit Washington, D. C., for the purpose of negotiating a new treaty, (or so much thereof as may be necessary.)"

The favorable consideration of Congress is respectfully invited to the subject.

Very respectfully, your obedient servant,

O. H. BROWNING,
Secretary.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR, OFFICE INDIAN AFFAIRS,
Washington, D. C., January 14, 1868.

SIR: Referring to your letter of the 13th instant, approving the recommendation made in office report to you on the 9th instant, that a delegation of Osage Indians be authorized to visit Washington for the purpose of negotiating a new treaty, I now have the honor herewith to report to you an estimate of appropriations required to defray the expenses of such delegation to this city, as requested by you, to be transmitted to Congress.

Very respectfully, your obedient servant,

CHARLES E. MIX,
Acting Commissioner.

Hon. O. H. BROWNING,
Secretary of the Interior.

Estimate of appropriation required to defray expenses of a delegation of Osage Indians to visit Washington, D. C., for the purpose of negotiating a new treaty, (or so much thereof as may be necessary).. \$2,500

EXPLANATION OF THE ABOVE ESTIMATE.

Travelling expenses of nine delegates to Washington and back, viz : the principal chief of the tribe, three persons from each of the two parties of the tribe respectively, viz : the Great and Little Osages ; the agent, and an interpreter, at \$150 each.....	\$1,350
Expenses of nine delegates while in Washington, at \$2 per day each, for twenty days.....	360
For presents, and to provide for contingent expenses.....	790
	<u>2,500</u>

JANUARY 14, 1868.

SURVEY OF LANDS FOR CHEYENNE AND ARAPAHOE INDIANS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

Estimates of appropriations for survey of lands for benefit of the Cheyenne and Arapahoe Indians.

JANUARY 16, 1868.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., January 16, 1868.

SIR: I have the honor to transmit herewith a copy of a letter dated the 14th instant, from the acting Commissioner of Indian Affairs, submitting an "estimate of appropriations required for surveying exterior of boundaries of selections of land to be patented in fee simple to certain persons named—related by blood to the Cheyennes and Arapahoes—under the provisions of the fifth article of the treaty with the Cheyenne and Arapahoe Indians, concluded October 14, 1865, or so much thereof as may be necessary for such service."

A copy of the Cheyenne and Arapahoe treaty above referred to is herewith transmitted.

I respectfully invite the favorable consideration of Congress to the subject.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,

OFFICE OF INDIAN AFFAIRS,

Washington, D. C., January 14, 1868.

SIR: I have the honor to acknowledge the receipt by reference from you on the 20th ultimo of a letter addressed to you by General John B. Sanborn, dated the 17th ultimo, requesting that patents may issue for selections, described in his letter, to the half-breeds, entitled under the fifth article of the Cheyenne and Arapahoe treaty of 1865, (see pamphlet laws, second session 39th Congress, treaties, page 143,) and upon which you direct a report of the views of this office. In reference to the same I would respectfully say that I doubt the practicability of having patents issue in the absence of surveys.

In your letter to this office of October 23, 1867, you authorized this office to direct Colonel Albert G. Boone to make the survey of the exterior boundaries of the tracts for these half-breed selections. A draught of a letter to him, in accordance with the instructions in your letter of the 23d of October last, was prepared on the 25th of the same month, but the question of funds to defray the expenses of such surveys was raised, and the letter was not sent to Colonel Boone. He being present in this city, the draught of letter was shown to him, and he has treated the draught as a letter received by him, and has addressed a letter to this office in reply thereto, dated the 20th ultimo, copy herewith, from which you will observe that he estimates the amount that Congress should be requested to appropriate for these surveys at \$4,000.

It is important that these treaty stipulations should be carried into effect without delay. The Union Pacific railway, eastern division, will probably pass through the reservations from which these selections are to be made, and if the lands are not previously patented to the half-breeds, trouble will probably arise, and they will fail to secure the land they desire. I therefore respectfully recommend, in case you should concur with this office in the view that it is impracticable for patents to issue in the manner suggested by General Sanborn, that you request of Congress an appropriation of the sum of \$4,000, in order that Colonel Boone can proceed to make the half-breed selections, in accordance with the terms of the treaty.

A form of estimate is herewith enclosed, and the letter of General Sanborn is also herewith returned. It is provided in said fifth article of the treaty of 1865 that said lands shall be selected from the reservation established by the first article of the Arapahoe and Cheyenne treaty of February 18, 1861, (see Stats. at Large, vol. 12, p. 1163.) In view, therefore, of the fact that many of the half-breeds entitled to selections under said treaty are settled and have made valuable improvements upon the lands they desire to have patented to them, as there may be delay in the appropriation for the survey of these selections, during which time the railway company referred to may procure legislation granting them lands on the reserve from which these half-breed selections are provided by treaty to be made, I respectfully recommend that the President be requested to direct that this reserve be withdrawn from sale until these selections are made.

Very respectfully, your obedient servant,

CHARLES E. MIX,
Acting Commissioner.

Hon. O. H. BROWNING, .
Secretary of Interior.

WASHINGTON, D. C., *December 20, 1867*

SIR: I have the honor to acknowledge the receipt of a letter from you dated the 25th day of October, 1867, appointing me a special agent of the Indian department to make selections of lands for the individuals of Indian blood, related to the Cheyenne and Arapahoe tribes, to which they are entitled under the provisions of the treaty of the 14th October, 1865, fifth article thereof.

I accept the commission as such special agent, and respectfully invite the attention of the honorable the Commissioner to the necessity that exists for the necessary funds to enable me to enter upon, prosecute, and accomplish the survey of the lands that may be selected by the parties respectively named in the treaty referred to.

After due consideration of the subject referred to, I am of the opinion that

Congress should be requested to appropriate for the expenses incident to the service required under your instructions the sum of four thousand dollars, (\$4,000,) or so much as may be necessary for the purpose.

Owing to the reluctance generally manifested by persons employed to labor in the Indian country, in consequence of apprehended danger, I believe that the surveys of the lands in question can be more speedily accomplished if a small military escort be furnished by the War Department to accompany the parties in the field, and I therefore request that such escort be asked for.

Very respectfully, your obedient servant,

ALBERT G. BOONE.

Hon. N. G. TAYLOR,

Commissioner of Indian Affairs.

Estimate of appropriation required for surveying exterior boundaries of selections of land to be patented in fee simple to certain persons named—related by blood to the Cheyennes and Arapahoes—under the provisions of the fifth article of the treaty with the Cheyenne and Arapahoe Indians, concluded October 14, 1865, or so much thereof as may be necessary for such service.....	\$4,000 00
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EXPLANATION OF THE FOREGOING ESTIMATE.

For survey of exterior boundaries of thirty-one selections of one section each for persons related to the Cheyennes and Arapahoes by blood, as provided for in the fifth article of the treaty concluded with said tribes October 14, 1865, (pamphlet laws, second session 39th Congress, treaties, p. 143,) 124 miles, at \$15 per mile.....	\$1,860 00
Estimated amount to be expended for payment of necessary parties to accompany surveyor; for camp equipage and transportation; provisions and other necessary articles, and to provide for marking the boundaries of said selections with conspicuous and enduring monuments.....	2,140 00
	<u>4,000 00</u>

JANUARY 14, 1868.

Treaty between the United States of America and the Cheyenne and Arapahoe tribes of Indians, concluded October 14, 1865. Ratification advised, with amendments, May 22, 1866. Amendments accepted November 10 and 19, 1866. Proclaimed February 2, 1867.

ANDREW JOHNSON, PRESIDENT OF THE UNITED STATES OF AMERICA,

To all and singular to whom these presents shall come, greeting:

Whereas a treaty was made and concluded at the camp on the Little Arkansas river, in the State of Kansas, on the fourteenth day of October, in the year of our Lord one thousand eight hundred and sixty-five, by and between John B. Sanborn, William S. Harney, Thomas Murphy, Kit Carson, William W. Bent, Jesse H. Leavenworth, and James Steele, commissioners on the part of the United States, and Moke-ta-ve-to, (Black Kettle,) Oh-to-ah-ne-so-to-who, (Seven Bulls,) Oh-has-tee, (Little Raven,) Oh-hah-mah-hah, (Storm,) and other chiefs and headmen of the Cheyenne and Arapahoe tribes of Indians, on the part of said Indians,

and duly authorized thereto by them, which treaty is in the words and figures following, to wit:

Articles of a treaty made and concluded at the camp on the Little Arkansas river, in the State of Kansas, on the fourteenth day of October, in the year of our Lord one thousand eight hundred and sixty-five, by and between John B. Sanborn, William S. Harney, Thomas Murphy, Kit Carson, William W. Bent, Jesse H. Leavenworth, and James Steele, commissioners on the part of the United States, and the undersigned, chiefs and headmen of and representing the confederated tribes of Arapahoe and Cheyenne Indians of the Upper Arkansas river, they being duly authorized by their respective tribes to act in the premises.

ARTICLE I.

It is agreed by the parties to this treaty, that hereafter perpetual peace shall be maintained between the people and government of the United States and the Indians parties hereto, and that the Indians parties hereto shall forever remain at peace with each other, and with all other Indians who sustain friendly relations with the government of the United States. For the purpose of enforcing the provisions of this article, it is agreed that in case hostile acts or depredations are committed by the people of the United States, or by Indians on friendly terms with the United States, against the tribe or tribes, or the individual members of the tribe or tribes, who are parties to this treaty, such hostile acts or depredations shall not be redressed by a resort to arms, but the party or parties aggrieved shall submit their complaints through their agent to the President of the United States, and thereupon an impartial arbitration shall be had, under his direction, and the award thus made shall be binding on all parties interested, and the government of the United States will in good faith enforce the same. And the Indians parties hereto, on their part, agree, in case crimes or other violations of law shall be committed by any person or persons, members of their tribe, such person or persons shall, upon complaint being made in writing to their agent, superintendent of Indian affairs, or to other proper authority, by the party injured, and verified by affidavit, be delivered to the person duly authorized to take such person or persons into custody, to the end that such person or persons may be punished according to the laws of the United States.

ARTICLE II.

The United States hereby agree that the district of country embraced within the following limits, or such portion of the same as may hereafter be designated by the President of the United States for that purpose, viz: commencing at the mouth of Red creek or Red fork of the Arkansas river; thence up said creek or fork to its source; thence westwardly to a point on the Cimarrone river, opposite the mouth of Buffalo creek; thence due north to the Arkansas river; thence down the same to the beginning, shall be, and is hereby, set apart for the absolute and undisturbed use and occupation of the tribes who are parties to this treaty, and of such other friendly tribes as they may from time to time agree to admit among them, and that no white person, except officers, agents, and employés of the government, shall go upon or settle within the country embraced within said limits, unless formally admitted and incorporated into some one of the tribes lawfully residing there, according to its laws and usages: *Provided, however,* That said Indians shall not be required to settle upon said reservation until such time as the United States shall have extinguished all claims of title thereto on the part of other Indians, so that the Indians parties hereto may live thereon at peace with all other tribes.

The Indians parties hereto, on their part, expressly agree to remove to and

accept as their permanent home the country embraced within said limits whenever directed so to do by the President of the United States, in accordance with the provisions of this treaty, and that they will not go from said country for hunting or other purposes without the consent in writing of their agent or other authorized person, such written consent in all cases specifying the purpose for which such leave is granted, and shall be borne with them upon their excursions as evidence that they are rightfully away from their reservation, and shall be respected by all officers, employés, and citizens of the United States as their sufficient safeguard and protection against injury or damage in person or property by any and all persons whomsoever.

It is further agreed by the Indians parties hereto that when absent from their reservation they will refrain from the commission of any depredations or injuries to the person or property of all persons sustaining friendly relations with the government of the United States; that they will not, while so absent, encamp by day or at night within ten miles of any of the main travelled routes or roads through the country to which they go, or of the military posts, towns, or villages therein, without the consent of the commanders of such military posts, or of the civil authorities of such towns or villages; and that henceforth they will, and do hereby, relinquish all claims or rights in and to any portion of the United States or Territories, except such as is embraced within the limits aforesaid, and more especially their claims and rights in and to the country bounded as follows, viz: beginning at the junction of the north and south forks of the Platte river; thence up the north fork to the top of the principal range of the Rocky mountains, or to the Red Buttes; thence southwardly along the summit of the Rocky mountains to the headwaters of the Arkansas river; thence down the Arkansas river to the Cimarrone crossing of the same; thence to the place of beginning; which country they claim to have originally owned, and never to have relinquished the title thereto.

ARTICLE III.

It is further agreed that until the Indians parties hereto have removed to the reservation provided for by the preceding article, in pursuance of the stipulations thereof, said Indians shall be, and they are hereby, expressly permitted to reside upon and range at pleasure throughout the unsettled portions of that part of the country they claim as originally theirs which lies between the Arkansas and Platte rivers; and that they shall and will not go elsewhere, except upon the terms and conditions prescribed by the preceding article in relation to leaving the reservation thereby provided for: *Provided*, That the provisions of the preceding article in regard to encamping within ten miles of main travelled routes, military posts, towns and villages, shall be in full force as to the occupancy of the country named and permitted by the terms of this article: *Provided further*, That they, the said Indians, shall and will at all times during such occupancy, without delay, report to the commander of the nearest military post the presence in or approach to said country of any hostile bands of Indians whatsoever.

ARTICLE IV.

It is further agreed by the parties hereto that the United States may lay off and build through the reservation, provided for by article 2 of this treaty, such roads or highways as may be deemed necessary; and may also establish such military posts within the same as may be found necessary in order to preserve peace among the Indians, and in order to enforce such laws, rules, and regulations as are now, or may from time to time be, prescribed by the President and Congress of the United States for the protection of the rights of persons

and property among the Indians residing upon said reservation; and further, that in time of war such other military posts as may be considered essential to the general interests of the United States may be established: *Provided, however,* That upon the building of such roads, or establishment of such military posts, the amount of injury sustained by reason thereof by the Indians inhabiting said reservation shall be ascertained under direction of the President of the United States, and thereupon such compensation shall be made to said Indians as in the judgment of the Congress of the United States may be deemed just and proper.

ARTICLE V.

At the special request of the Cheyenne and Arapahoe Indians, parties to this treaty, the United States agree to grant, by patent in fee simple, to the following named persons, all of whom are related to the Cheyennes or Arapahoes by blood, to each an amount of land equal to one section of six hundred and forty acres, viz: To Mrs. Margaret Wilmarth and her children, Virginia Fitzpatrick and Andrew Jackson Fitzpatrick; to Mrs. Mary Keith and her children, William Keith, Mary J. Keith, and Francis Keith; to Mrs. Matilda Pepperdin and her child, Miss Margaret Pepperdin; to Robert Poisal and John Poisal; to Edmund Guerrier, Rosa Guerrier, and Julia Guerrier; to William W. Bent's daughter, Mary Bent Moore, and her three children, Adia Moore, William Bent Moore, and George Moore; to William W. Bent's children, George Bent, Charles Bent, and Julia Bent; to A-ma-che, the wife of John Prowers, and her children, Mary Prowers and Susan Prowers; to the children of Ote-se-ot-see, wife of John T. Sickles, viz: Margaret, Minnie, and John; to the children of John S. Smith, interpreter, William Gilpin Smith, and daughter, Armama; to Jenny Lind Crocker, daughter of Ne-sou-hoe, or Are-you-there, wife of Lieutenant Crocker; to ——— Winsor, daughter of Tow-e-nah, wife of A. T. Winsor, sutler, formerly at Ft. Lyon. Said lands to be selected under the direction of the Secretary of the Interior, from the reservation established by the first article of their treaty of February 18, A. D. 1861.

ARTICLE VI.

The United States being desirous to express its condemnation of, and, as far as may be, repudiate the gross and wanton outrages perpetrated against certain bands of Cheyenne and Arapahoe Indians by Colonel J. M. Chivington, in command of United States troops, on the twenty-ninth day of November, A. D. 1864, at Sand creek, in Colorado Territory, while the said Indians were at peace with the United States, and under its flag, whose protection they had by lawful authority been promised and induced to seek, and the government being desirous to make some suitable reparation for the injuries then done, will grant three hundred and twenty acres of land by patent to each of the following named chiefs of said bands, viz: Make-tah-vey-e to, or Black Kettle; Oh-tah-ha-ne-so-weel, or Seven Bulls; Alik-ke-home-ma, or Little Robe; Moke-tah-vo-ve hoe, or Black White Man; and will in like manner grant to each other person of said bands made a widow, or who lost a parent upon that occasion, one hundred and sixty acres of land, the names of such persons to be ascertained under the direction of the Secretary of the Interior: *Provided,* That said grants shall be conditioned that all devises, grants, alienations, leases and contracts relative to said lands, made or entered into during the period of fifty years from the date of such patents, shall be unlawful and void. Said lands shall be selected under the direction of the Secretary of the Interior within the limits of country hereby set apart as a reservation for the Indians parties to this treaty, and shall be free from assessment and taxation so long as they remain

inalienable. The United States will also pay in United States securities, animals, goods, provisions, or such other useful articles as may, in the discretion of the Secretary of the Interior, be deemed best adapted to the respective wants and conditions of the persons named in the schedule hereto annexed, they being present and members of the bands who suffered at Sand creek upon the occasion aforesaid, the sums set opposite their names, respectively, as a compensation for property belonging to them, and then and there destroyed or taken from them by the United States troops aforesaid.

ARTICLE VII.

The United States agree that they will expend annually during the period of forty years, from and after the ratification of this treaty, for the benefit of the Indians who are parties hereto, and of such others as may unite with them in pursuance of the terms hereof, in such manner and for such purposes as, in the judgment of the Secretary of the Interior for the time being, will best subserve their wants and interests as a people, the following amounts—that is to say, until such time as said Indians shall be removed to their reservation, as provided for by article 2 of this treaty, an amount which shall be equal to twenty dollars per capita for each person entitled to participate in the beneficial provisions of this treaty; and from and after the time when such removal shall have been accomplished, an amount which shall be equal to forty dollars per capita for each person entitled as aforesaid. Such proportion of the expenditure provided for by this article as may be considered expedient to distribute in the form of annuities shall be delivered to said Indians as follows, viz: one-third thereof during the spring, and two-thirds thereof during the autumn of each year. For the purpose of determining from time to time the aggregate amount to be expended under the provisions of this article, it is agreed that the number entitled to its beneficial provisions the coming year is two thousand eight hundred, and that an accurate census of the Indians entitled shall be taken at the time of the annuity payment in the spring of each year by their agent or other person designated for that purpose by the Secretary of the Interior, which census shall be the basis on which the amount to be expended the next ensuing year shall be determined.

ARTICLE VIII.

The Indians parties to this treaty expressly covenant and agree that they will use their utmost endeavors to induce that portion of the respective tribes not now present to unite with them and accede to the provisions of this treaty, which union and accession shall be evidenced and made binding on all parties whenever such absentees shall have participated in the beneficial provisions of this treaty.

ARTICLE IX.

It is further agreed that all arrears of annuities which have accrued or may accrue under the provisions of former treaties, prior to the ratification of this treaty, shall be paid to said Indians as soon as practicable, and that upon such ratification such former treaty shall thenceforth be abrogated and of no binding force or validity.

In testimony whereof, the said commissioners as aforesaid, and the undersigned chiefs and headmen of the confederated tribes of the Arapahoes and Cheyennes

of the Upper Arkansas, have hereunto set their hands and seals, at the place and on the day and year first hereinbefore written.

JOHN B. SANBORN,	[SEAL.]
WM. S. HARNEY,	[SEAL.]
THOMAS MURPHY,	[SEAL.]
KIT CARSON,	[SEAL.]
WM. W. BENT,	[SEAL.]
J. H. LEAVENWORTH,	[SEAL.]
JAMES STEELE,	[SEAL.]

Commissioners on the part of the United States.

MOKE-TA-VE-TO, or Black Kettle, head chief,	his x mark,	[SEAL.]
OH-TO-AH-NE-SO-TO-WHEO, or Seven Bulls, chief,	his x mark,	[SEAL.]
HARK-KAH-O-ME, or Little Robe, chief,	his x mark,	[SEAL.]
MOKE-TAH-VO-VE-HO, or Black White Man, chief,	his x mark,	[SEAL.]
MUN-A-MEN-EK, or Eagle's Head, headman,	his x mark,	[SEAL.]
O-TO-AH-NIS-TO, or Bull that Hears, headman,	his x mark,	[SEAL.]

On the part of the Cheyennes.

OH-HAS-TEE, or Little Raven, head chief,	his x mark,	[SEAL.]
OH-HAH-MAH-HAH, or Storm, chief,	his x mark,	[SEAL.]
PAH-UF-PAH-TOP, or Big Mouth, chief,	his x mark,	[SEAL.]
AH-CRA-KAH-TAU-NAH, or Spotted Wolf, chief,	his x mark,	[SEAL.]
AH-NAH-WAT-TAN, or Black Man, headman,	his x mark,	[SEAL.]
NAH-A-NAH-CHA, or Chief in Everything, headman,	his x mark,	[SEAL.]
CHI-E-NUK, or Haversack, headman,	his x mark,	[SEAL.]

On the part of the Arapahoes.

Signed and sealed in the presence of—

JOHN S. SMITH, *U. S. Interpreter.*

W. R. IRWIN,

O. T. ATWOOD, } *Secretaries.*

S. A. KINGMAN,

D. C. MCNEIL.

E. W. WYNKOOP.

BON. H. VAN HAVRE.

J. E. BADGER.

W. W. RICH.

And whereas the said treaty having been submitted to the Senate of the United States for its constitutional action thereon, the Senate did, on the twenty-second day of May, one thousand eight hundred and sixty-six, advise and consent to the ratification of the same, with amendments, by a resolution in the words and figures following, to wit:

IN EXECUTIVE SESSION, SENATE OF THE UNITED STATES,

May 22, 1866.

Resolved, (two-thirds of the senators present concurring,) That the Senate advise and consent to the ratification of the treaty between the commissioners on the part of the United States and the chiefs and headmen of and representing the confederated tribes of Ar[r]apaho[e] and Cheyenne Indians of the Upper

Arkansas river, made and concluded at the camp on the Little Arkansas river, in the State of Kansas, on the 14th day of October, 1865, with the following

AMENDMENTS.

1. Article 2, page 3, after the word "tribes," at the end of line 21, insert the following words: *Provided, however, that as soon as practicable, with the assent of said tribes, the President of the United States shall designate for said tribes a reservation, no part of which shall be within the State of Kansas, and cause them, as soon as practicable, to remove to and settle thereon, but no such reservation shall be designated upon any reserve belonging to any other Indian tribe or tribes without their consent.*

2 At the end of article 5 insert the following words: *Provided, that said locations shall not be made upon any lands heretofore granted by the United States to any person, State, or corporation, for any purpose.*

3. Article 6, page 8, lines 4 and 5, strike out the words "by Colonel J. M. Chivington, in command of United States troops."

4. Strike out article 9, and insert in lieu thereof the following: *Article 9. Upon the ratification of this treaty, all former treaties are hereby abrogated.*

Attest:

J. W. FORNEY, Secretary.

And whereas the foregoing amendments having been fully¹ explained and interpreted to the undersigned chiefs and headmen of the Arapahoe and Cheyenne Indians, they did, on the tenth day of November, one thousand eight hundred and sixty-six, on behalf of their respective tribes, give their free and voluntary assent to said amendments, in the words and figures following, to wit:

Whereas the Senate of the United States, in executive session, did, on the 22d day of May, A. D. 1866, advise and consent to the ratification of the treaty between the commissioners on the part of the United States, and the chiefs and headmen of and representing the confederated tribes of Ar[r]apaho[e] and Cheyenne Indians of the Upper Arkansas river, made and concluded at the camp on the Little Arkansas river, in the State of Kansas, on the 14th day of October, 1865, with the following

AMENDMENTS.

1. Article 2, page 3, after the word "tribes," at the end of line 21, insert the following words: *Provided, however, that as soon as practicable, with the assent of said tribes, the President of the United States shall designate for said tribes a reservation, no part of which shall be within the State of Kansas, and cause them as soon as practicable to remove to and settle thereon, but no such reservation shall be designated upon any reserve belonging to any other Indian tribe or tribes without their consent.*

2. At the end of article 5 insert the following words: *Provided, that said locations shall not be made upon any lands heretofore granted by the United States to any person, State, or corporation, for any purpose.*

3. Article 6, page 8, lines 4 and 5, strike out the words "by Colonel J. M. Chivington, in command of United States troops."

4. Strike out article 9, and insert in lieu thereof the following: *Article 9. Upon the ratification of this treaty all former treaties are hereby abrogated.*

And whereas the foregoing amendments have been fully interpreted and explained to the undersigned chiefs and headmen representing the confederated tribes of the Ar[r]apahoe and Cheyenne Indians of the upper Arkansas river, we do hereby agree to and ratify the same.

Done at Fort Zarah, Kansas, on this 10th day of November, 1866.

OH-HAS-TIE, or Little Raven, head chief.	his x mark.
OH-HAH-MAH-HAH, or Storm.	his x mark.
AH-NAH-WAT-TAN, or Black Man.	his x mark.
CHIE-E-NUK, or Haversack.	his x mark.
NAH-A-NAT-CHA, or Round Chief.	his x mark.
NAH-KIN-NE-HA-NA, or Yellow Rabbit.	his x mark.

On the part of the Ar[r]apahoes.

MOKE-TO-VE-TO, or Black Kettle, head chief.	his x mark.
HARK-KA-O-ME, or Little Robe.	his x mark.
MOKE-TAH-VO-VE-HO, or Black White Man.	his x mark.
MUN-A-MEN-EK, or Eagle Head.	his x mark.
MAK-STE-A, or Big Head.	his x mark.
NAH-A-STO-KE, or Bear Killer.	his x mark.
VOH-IS-TO, or White Buffalo.	his x mark.

On the part of the Cheyennes.

JOHN S. SMITH, *U. S. Indian Interpreter.*

CHAS. BOGY, *Special U. S. Indian Agent.*

F. W. OLMSTED, *Secretary.*

W. R. IRWIN, *Special U. S. Indian Agent.*

D. A. BUTTERFIELD.

WM. MATHEWSON.

E. W. WYNKOOP, *U. S. Indian Agent.*

And whereas by the terms of a treaty concluded at the council ground on the Little Arkansas river, in the State of Kansas, on the seventeenth day of October, one thousand eight hundred and sixty-five, between the United States and the Apache, Cheyenne, and Arrapahoe tribes of Indians, the said Apache Indians became confederated with the said Cheyenne and Arrapahoe Indians, and in article second of said treaty said Apaches are included in the several terms, stipulations, and agreements of the present treaty of the fourteenth of October, one thousand eight hundred and sixty-five, between the United States and the Cheyenne and Arrapahoe tribes of Indians; and whereas the amendments with which the Senate advised and consented to said treaty of the fourteenth of October, one thousand eight hundred and sixty-five, on the twenty-second of May, one thousand eight hundred and sixty-six, having also been fully explained and interpreted to the undersigned chiefs and headmen of the said Apache tribe of Indians, they did, on the nineteenth day of November, one thousand eight hundred and sixty-six, give their free and voluntary assent to said amendments, in the words and figures following, to wit:

Whereas the Senate of the United States, in executive session, did, on the 22d day of May, A. D. 1866, advise and consent to the ratification of the treaty between the commissioners on the part of the United States and the chiefs and headmen of and representing the confederated tribes of Ar[r]apahoe and Cheyenne Indians, of the upper Arkansas river, made and concluded at the camp on the Little Arkansas river, in the State of Kansas, on the 14th day of October, 1865, with the following

AMENDMENTS.

1. Article 2, page 3, after the word "tribes," at the end of line 21, insert the following words: *Provided, however, that as soon as practicable, with the assent of said tribes, the President of the United States shall designate for said tribes*

a reservation, no part of which shall be within the State of Kansas, and cause them, as soon as practicable, to remove to and settle thereon, but no such reservation shall be designated upon any reserve belonging to any other Indian tribe or tribes without their consent.

2. At the end of article 5 insert the following words : *Provided, that said locations shall not be made upon any lands heretofore granted by the United States to any person, State, or corporation, for any purpose.*

3. Article 6, page 9, lines 4 and 5, strike out the words "by Col. J. M. Chivington, in command of United States troops."

4. Strike out article 9, and insert in lieu thereof the following : *Article 9. Upon the ratification of this treaty all former treaties are hereby abrogated.*

And whereas by the terms of a treaty concluded at the council ground, on the Little Arkansas river, in the State of Kansas, on the 17th day of October, 1865, between the United States and the Apache, Cheyenne, and Ar[r]apahoe tribes of Indians, the said Apache Indians became confederated with the said Cheyenne and Ar[r]apahoe Indians; and whereas it is provided by article 2 of said treaty that "the several terms, stipulations, and agreements to be done and performed on the part of the United States for and with the said Cheyenne and Ar[r]apahoe tribes of Indians, and by the said Cheyenne and Ar[r]apahoe tribes of Indians for and with the United States, by the provisions of said treaty of October 14, 1865, shall be done and performed by the United States for and on behalf of the said confederated tribes or bands of Cheyenne, Ar[r]apahoe and Apache Indians, and on their part shall be done, observed, and performed to, with, and for the United States, in the same manner, to the same extent, and for like objects, to all intents and purposes, as would have been the case had said treaty been originally made and executed with the said confederated tribes of Cheyenne, Ar[r]apahoe, and Apache Indians;" and whereas the Senate of the United States, in executive session, did, on the 22d day of May, A. D. 1866, advise and consent to the ratification of the said treaty between the United States and the Cheyenne and Ar[r]apahoe Indians, made and concluded at the camp on the Little Arkansas river, in the State of Kansas, on the 14th day of October, 1865, with certain amendments fully hereinbefore set forth; and whereas the same have been fully interpreted and explained to the undersigned chiefs and headmen of the Apache tribe of Indians, we, the said chiefs and headmen, do hereby agree to and ratify the same.

Done at Fort Zarah, Kansas, this the 19th day of November, A. D. 1866.

MAH-VIP-PAH, or the Wolf Sleeve, chief.	his x mark.
KARN-TIN-TAH, or the Crow, chief.	his x mark.
BA-ZHE-ECH, or Iron Shirt.	his x mark.
NAHN-TAN, or the Left Hand, chief.	his x mark.
DA-ICH-I-CHE,	his x mark.
or the One who approaches his enemy.	

Signed in the presence of—

JOHN S. SMITH, *U. S. Interpreter.*

WM. MATHEWSON.

F. W. OLMSTED.

CHAS. BOGY, *Special U. S. Indian Agent.*

W. R. IRWIN, *Special U. S. Indian Agent.*

Now, therefore, be it known, that I, Andrew Johnson, President of the United States of America, do, in pursuance of the advice and consent of the Senate, as expressed in its resolution of the twenty-second of May, one thousand eight hundred and sixty-six, accept, ratify, and confirm the said treaty of the fourteenth of October, one thousand eight hundred and sixty-five, with the amendments as aforesaid.

In testimony whereof I have hereto signed my name, and have caused the seal of the United States to be affixed.

Done at the city of Washington, this second day of February, in the year of our Lord one thousand eight hundred and sixty-seven, and of the independence of the United States of America the ninety-first.

[SEAL.]

ANDREW JOHNSON.

By the President :

WILLIAM H. SEWARD,
Secretary of State.

DEFICIENCIES IN APPROPRIATIONS, INTERIOR DEPARTMENT.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

Draught of appropriations required by that department to supply deficiencies for the present fiscal year.

JANUARY 17, 1868.—Referred to the Committee on Appropriations and ordered to be printed:

DEPARTMENT OF THE INTERIOR,

Washington, D. C., January 17, 1868.

SIR: I have the honor to invite the attention of the House of Representatives to the condition of certain appropriations under the control of this department.

The appropriation for the expenses of distributing congressional journals and documents has been so far exhausted as to render an addition of \$2,000 indispensable, to meet the exigencies of the service during the current fiscal year.

Of the appropriation of \$19,297 for fuel and lights for this building, including the salaries of the engineer and assistant engineer of the furnaces, but \$1,675 34 remain. Eight thousand dollars were required to meet the cost of repairs to the furnaces, before the first day of July last. Nine hundred dollars will be required for fuel during the present winter. The gas bills for the first half of the fiscal year amount to \$2,101 68, and I have no reason to suppose that during the remainder of it they will be less. The compensation of the engineer and assistant engineer, for the remainder of the year, will amount to \$1,250. For these specific purposes \$4 251 68 will, therefore, be required; and the necessary repairs of the furnaces will increase the sum to \$5,000.

I enclose herewith a draught of the required appropriations, and respectfully request that it be incorporated in the deficiency bill, or in some other form receive the early sanction of Congress.

I have the honor to be, very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

INTERIOR DEPARTMENT.—To supply a deficiency in the following appropriations:

For distribution of congressional journals and documents	\$2, 000
For fuel and lights for the Patent Office building, including the salaries of engineer and assistant engineer, and repairs of heating apparatus,	5, 000

SHIP TIMBER.

LETTER

FROM

THE SECRETARY OF THE NAVY,

IN ANSWER TO

A resolution of the House of December 9, last, relative to the amount of lumber and ship timber on hand for the purpose of building vessels of war.

JANUARY 21, 1868.—Referred to the Committee on Naval Affairs and ordered to be printed

NAVY DEPARTMENT,
Washington, January 21, 1868.

SIR: In compliance with the resolution of the House of Representatives of the 9th of December, I have the honor to submit herewith a letter from the chief of the Bureau of Construction and Repair, together with a "tabular statement of the amount, age and value of seasoned timber fit for building vessels of war, and now stored in each of the dock-yards of the United States;" also the "amount and value of green timber which has been bought by the Navy Department for the construction of vessels of war and other purposes, during each year, from the year 1860 up to date."

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

NAVY DEPARTMENT,
Bureau of Construction and Repair.

SIR: In compliance with your instructions indorsed on the resolution of the House of Representatives of the 9th of December, 1867, requiring the quantity of seasoned and green timber purchased and on hand, the accompanying statement is respectfully submitted.

There is no timber on hand that can be considered seasoned except the live-oak; as of the other descriptions of timber, the annual contracts only provide for the wants of the service of the current year, and the small quantity that may remain at the close of the year is generally the culling of the supply.

Respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

STATEMENT

OF

TIMBER ON HAND AT THE DIFFERENT NAVY YARDS FIT FOR BUILDING VESSELS OF WAR, WITH ITS AGE AND VALUE; ALSO, THE AMOUNT AND VALUE OF GREEN TIMBER DELIVERED AT THE SEVERAL YARDS FROM 1860 TO DATE, AS CALLED FOR BY THE RESOLUTION OF THE HOUSE OF REPRESENTATIVES OF DECEMBER 9, 1867.

BUREAU CONSTRUCTION AND REPAIR,
Navy Department, January 16, 1868.

Statement of the amount, age, and value of seasoned timber fit for building vessels of war, now stored in the United States navy yard at Kittery, Maine, January 1, 1868.

Description of timber.	Amount.				Age.	Value.
	Cubic feet.	Board feet.	Number of pieces.	Inches of spars.	Years.	
White-oak curve timber	7, 575	.....	.....	.....	1 to 2	\$7, 575 00
White oak, promiscuous	21, 250	.....	.....	.....	3 to 4	12, 750 00
White-oak plank stock	59, 339	.....	.....	.....	2 to 3	35, 603 40
White-oak keels and keelsons ..	8, 468	.....	.....	.....	2 to 4	8, 468 00
White-oak plank .....	.....	452, 132	.....	.....	$\frac{1}{2}$ to 5	27, 127 92
White-oak knees .....	.....	.....	702	.....	$\frac{1}{2}$ to 2	11, 930 30
Live oak, promiscuous	74, 709	.....	.....	.....	20 to 25	112, 063 50
Yellow-pine mast timber	23, 185	.....	.....	.....	1 to 2	18, 548 00
Yellow-pine plank .....	.....	164, 877	.....	.....	$\frac{1}{2}$ to 5	9, 892 62
White-pine masts .....	.....	.....	9	.....	1 to 3	2, 100 00
White-pine timber	4, 300	.....	.....	.....	4 to —	1, 290 00
White-pine deck plank .....	.....	255, 621	.....	.....	$\frac{1}{2}$ to 3	12, 781 05
Spruce spars, per piece .....	.....	.....	137	.....	$\frac{1}{2}$ to 3	2, 740 00
Spruce spars, per inch .....	.....	.....	.....	11, 820	$\frac{1}{2}$ to 3	3, 546 00
Hackmatack timber	10, 483	.....	.....	.....	3 to 4	4, 193 20
Hackmatack knees .....	.....	.....	157	.....	3 to 4	892 00
Yellow-locust timber	1, 359	.....	.....	.....	1 to 3	1, 494 90
Yellow-locust treenails .....	.....	.....	251, 574	.....	3 to 4	5, 031 48
						278, 027 37

Abstract statement of ship timber purchased for the construction of vessels of war at the United States navy yard, Kittery, Maine, from the year 1860 to 1867, inclusive.

Year of purchase.	White-oak curve timber.		W. oak, promiscuous timber.		White-oak plank stock.		White-oak keels and keelsons.		White-oak plank.	
	Cubic feet.	Value.	Cubic feet.	Value.	Cubic feet.	Value.	Cubic feet.	Value.	Board feet.	Value.
1861.....	5, 641 6-12	\$3, 652 73	78, 237 2-12	\$46, 975 74	47, 408 1-12	\$30, 719 29	510 8-12	\$383 00	270, 954	\$15, 495 48
1862.....	11, 018 6-12	7, 638 46	83, 735 7-12	49, 305 04	71, 967 8-12	47, 178 78	672 7-12	470 80	402, 415	24, 564 50
1863.....	44, 249 11-12	28, 740 28	106, 916 7-12	59, 633 46	132, 850 2-12	80, 938 11	3, 850 1-12	3, 253 71	909, 429	63, 452 19
1864.....	99, 263	80, 185 84	46, 421 8-12	26, 521 67	145, 484 9-12	99, 616 53	46, 293 4-12	46, 293 33	1, 159, 637	94, 820 74
1865.....	16, 718 4-12	19, 894 42	.....	.....	54, 531 4-12	43, 624 88	34, 167 7-12	34, 496 41	351, 852	34, 313 97
1866.....	6, 741 3-12	8, 072 66	.....	.....	2, 651 11-12	1, 564 44	3, 168 11-12	3, 168 92	.....	.....
1867.....	12, 696 6-12	14, 275 07	.....	.....	.....	.....	816 5-12	3, 791 92	248, 340	20, 085 88

Abstract statement of ship timber, &c.—Continued.

Year of purchase.	White-oak knees.		Yellow pine mast timber.		Yellow pine plank stock.		Yellow-pine plank.		White-pine masts.	
	No. of knees.	Value.	Cubic feet.	Value.	Cubic feet.	Value.	Board feet.	Value.	No. of masts.	Value.
1861.....	2, 149	\$18, 684 44	.....	.....	26, 364 1-12	\$17, 305 75	51, 029	\$2, 486 06	3	\$575 00
1862.....	1, 721	13, 928 72	179 7-12	\$75 04	20, 198 1-12	13, 266 52	97, 599	5, 830 38	9	1, 245 00
1863.....	906	6, 902 52	.....	.....	341 6-12	256 13	.....	.....	9	1, 669 00
1864.....	273	2, 595 51	.....	.....	86, 168 3-12	71, 482 75	.....	.....	10	1, 282 00
1865.....	417	5, 733 80	.....	.....	44, 005 7-12	34, 379 01	.....	.....	2	170 00
1866.....	580	8, 773 80	11, 563 9-12	11, 563 75	20, 144 2-12	14, 697 75	.....	.....	2	700 00
1867.....	1, 160	18, 772 80	13, 975	13, 975 00	19, 592 3-12	9, 796 11	.....	.....	9	2, 400 00

SHIP TIMBER.

5

BOSTON NAVY YARD.

SEASONED TIMBER.

	Quantity.	Value.	Age.
Live-oak timber cubic feet..	91, 498	\$146, 340 20	From 20 to 40 years.
White-oak plank ft. board measure..	40, 000	3, 200 00	From 10 to 12 years.

GREEN TIMBER.

Year.	White oak.		Year.	Yellow pine.	
	Cubic feet.	Value.		Cubic feet.	Value.
1861.....	78, 026½	\$45, 398 84	1861.....	21, 432½	\$13, 872 36
1862.....	168, 409	101, 366 69	1862.....	37, 241	26, 171 30
1863.....	326, 513	210, 228 99	1863.....		
1864.....	323, 874	272, 791 49	1864.....	15, 688½	16, 672 73
1865.....	261, 393	210, 213 69	1865.....	19, 868	22, 688 50
1866.....	179, 632	104, 576 81	1866.....	54, 814	28, 658 98
1867.....	56, 995	35, 451, 88	1867.....	88, 764	46, 746 62
Total	1, 394, 842½	980, 028 39	Total	237, 808	154, 810 49

Year.	Hackmatack.		Year.	White pine.	
	Cubic feet.	Value.		Cubic feet.	Value.
1862.....	9, 740	\$3, 525 67	1863.....	14, 231	\$6, 176 37
1863.....	36, 818	15, 979 12	1864.....	9, 159	4, 881 00
1864.....	28, 323½	14, 738 48	1865.....	4, 282	2, 437 21
1865.....	1, 921½	768 60			
1866.....	7, 259	3, 556 91			
1867.....	9, 561	4, 684 89			
Total	93, 623	43, 253 67	Total	27, 672	13, 494 58

Year.	Locust.		Year.	Cedar logs.	
	Cubic feet.	Value.		Cubic feet.	Value.
1862.....	1, 800	\$2, 250 00	1863.....	573	\$1, 146 00
1863.....	662	743 00			
1864.....	998½	1, 497 75			
1865.....	348	522 00			
1866.....	5, 121	10, 242 00			
1867.....	593	889 50			
Total	9, 522½	16, 144 25	Total	573	1, 146 00

Year.	Chestnut.		Year.	White-oak plank.	
	Cubic feet.	Value.		Ft. bd. meas.	Value.
1863.....	3, 000	\$1, 350 00	1863.....	150, 000	\$8, 125 00
1864.....	7, 000	3, 150 00	1864.....	445, 118	31, 680 00
			1865.....	376, 184	31, 443 18
			1866.....	391, 661	26, 460 25
			1867.....	173, 497	13, 086 76
Total	10, 000	4, 500 00	Total	1, 536, 460	110, 795 19

SHIP TIMBER.

NEW YORK NAVY YARD.

SEASONED TIMBER.

	Quantity.	Value.	Age.
	<i>Cubic feet.</i>		
One live-oak frame, cut to moulds for a sloop-of-war, complete within a few pieces.....	21, 615	\$37, 826 25	8 years.
Live-oak keelsons for a sloop-of war.....	2, 639	3, 907 70	8 to 20 years.
White-oak promiscuous keel pieces	2, 141	2, 269 00	2 to 8 years.
White-oak plank stocks.....	56, 500	29, 382 00	1 to 7 years.
White-pine timber	25, 000	6, 500 00	2 to 7 years.
Locust	2, 236	3, 554 00	2 to 6 years.
Part of a live-oak frame, and promiscuous live-oak timber	89, 000	121, 000 00	1 to 40 years.

NEW YORK NAVY YARD—Continued.

GREEN TIMBER PURCHASED.

SHIP TIMBER.

7

	1861.		1862.		1863.	
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.
Live-oak timber.....cubic feet.	43,943 8-12	\$28,956 53	130,265 10-12	\$66,565 13	2,141 3-12	\$2,676 56
White-oak timber.....do.	14,829 5-12	16,226 71	21,279 6-12	17,806 52	456,297 3-12	146,052 18
Yellow-pine timber.....do.	13,867	2,891 20	23,178 6-12	4,411 61	60,318 1-12	30,606 20
White-pine timber.....do.	10,061 1-12	4,527 45	1,678 1-12	2,771 52	141,670 9-12	31,225 07
Chestnut timber.....do.			4,060 3-12	2,440 12	12,543 4-12	6,476 62
Hackmatack timber.....do.			235 7-12	412 27	19,168 9-12	7,935 14
Locust timber.....do.			863,931	52,109 16	1,703,213	101,632 96
White-oak plank.....board feet.	224,014	13,440 84	45,123	6,979 32	36,835	2,210 10
Yellow-pine plank.....do.	228,446	17,133 44	43,392	2,539 92		
White-oak dim. timber.....do.						
White-pine dim. timber.....do.	38,726	1,112 72	12,991	480 66	36,939	1,233 56
Pine, spruce, and hemlock dim. timber.....do.					26,851	1,872 65
White-oak stern pieces.....pieces.					23	670 00
White-oak knees.....number.	16	84 00	968	20,393 10	685	6,775 45
Hackmatack knees.....do.	503	2,640 75	1,433	6,835 00	2,073	15,442 90
White-pine piece spars and masts.....pieces.	27	2,562 00	5	935 00		
White-pine piece spars and masts.....inches.			1,032	3,096 00	805	3,230 00
Spruce piece spars and masts.....pieces.	75	1,117 00	102	2,123 00	441	3,439 25
Spruce piece spars and masts.....inches.	197	49 25	2,556	639 00	15,886	1,224 20
Total		90,741 89		188,537 33		231,572 84

New York navy yard—Green timber purchased—Continued.

	1864.		1865.		1866.		1867.	
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.
Live-oak timber.....cubic feet.	183,219 8-12	\$92,884 47	116,251 5-12	\$157,114 19	13,947 7-12	\$10,726 26	2,438 4-12	\$1,954 80
White-oak timber.....do.	23,370 11-12	17,793 70	32,072 2-12	24,891 77	22,391 4-12	16,263 28	28,124 7-12	16,057 23
Yellow-pine timber.....do.	30,512	7,653 60	27,763	8,225 48	6,284	263 92		
White-pine timber.....do.	6,188 5-12	3,032 30						
Chestnut timber.....do.	14,574 10-12	7,237 61						
Hackmatack timber.....do.	1,050 5-12	1,879 18	1,094 2-12	2,184 81				
Locust timber.....do.	1,575,784	116,276 75	339,599	23,327 56	25,861	1,047 89		
White-oak plank.....board feet.	33,308	3,007 67	59,925	6,152 94	28,115	2,249 20		
White-oak dim. timber.....do.								
Pine, spruce, and hemlock dim. timber.....do.	35,962	1,330 59						
White-oak stern pieces.....pieces.			1	150 00	1	34 40		
White-oak knees.....number.	2,142	20,377 13	1,086	35,004 27	339	3,670 76	654	8,523 27
Hackmatack knees.....do.	2,976	23,998 10	86	1,392 90	69	693 90		
White-pine piece spars and masts.....pieces.			6	1,900 00			5	1,130 00
Spruce piece spars and masts.....inches.	535	2,541 25						
Spruce piece spars and masts.....inches.	107	2,497 00	38	617 00	279	3,145 60	761	2,373 50
Spruce piece spars and masts.....inches.	16,511	1,906 95	17,957	2,382 80	2,520	504 00	2,564	871 76
Totals.....		292,416 30		263,343 72		38,599 21		30,915 56

Total.....\$1,136,126 85

PHILADELPHIA NAVY YARD.

SEASONED TIMBER.

	Cubic feet.	Total cubic feet.	Value.
Live-oak frame timber.....	18,292		
Live-oak promiscuous timber.....	12,902	31,194	\$38,992 50

WHITE OAK.

Year of purchase.	Stern posts.		Stern pieces.		Rudder stocks.		Knees.		Keel pieces.		Frame timber.		
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	Cubic ft.	Value.	Cubic ft.	Value.	Pieces.
1860.....	4	\$224 00	4	\$125 00	2	\$198 66	424	\$4,528 65	1,715½	\$2,211 70	21,895	\$16,965 70	1,473
1861.....	3	284 25	2	100 00	.....	.....	1,300	12,702 00	1,832	1,470 85	14,807	11,105 25	2,747
1862.....	1	150 00	7	380 00	.....	.....	568	7,682 14	4,397	5,691 98	11,432	9,717 20	3,135
1863.....	.....	.....	2	250 00	.....	.....	777	10,038 08	1,123	1,684 50	11,432	9,717 20	1,800
1864.....	2	293 75	8	1,385 25	.....	.....	484	6,839 73	6,128	7,108 20	9,526	8,460 16	1,147
1865.....	7	1,242 00	.....	.....	.....	.....	594	7,933 09	2,752	2,339 20	.....	.....	.....
1866.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	17	2,194 00	23	2,240 25	2	198 66	4,127	49,723 69	17,947½	20,506 43	57,660	46,248 31	10,302
													112,899 04

Philadelphia navy yard, &c.—Continued.

WHITE OAK.

Year of purchase.	Plank stock logs.		Promiscuous timber.		Keelsons.		Plank.		Stern-post knees.		Promiscuous timber.	
	Cubic ft.	Value.	Cubic ft.	Value.	Cubic ft.	Value.	Board ft.	Value.	No.	Value.	Pieces.	Value.
1860.....	.....	.....	3,038	\$972 16	.....	.....	15,198	\$653 51	.....	.....	.....	.....
1861.....	8,179	\$5,316 35	4,152	3,349 94	.....	.....	589,820	33,391 22	.....	.....	.....	.....
1862.....	10,256	6,666 40	1,495	897 00	1,769½	\$1,633 85	1,338,158	73,696 92	.....	.....	.....	.....
1863.....	31,378½	14,168 60	26,869	14,201 03	.....	.....	735,096	36,197 21	.....	.....	.....	.....
1864.....	18,816	9,420 74	27,282	18,396 08	9,449½	12,155 62	569,490	32,303 04	4	\$170 00	577	\$4,616 00
1865.....	64,116	33,805 42	46,728	30,182 32	1,393	2,089 50	645,085	36,738 01	1	50 00	.....	.....
1866.....	3,874	1,898 26	.....	.....	.....	.....	72,827	3,984 72	.....	.....	.....	.....
1867.....	.....	.....	.....	.....	.....	.....	100,000	4,799 99	.....	.....	.....	.....
Total.....	136,619½	71,275 77	109,564	67,998 53	12,611½	15,878 97	4,065,674	221,764 62	5	220 00	577	4,616 00

Philadelphia navy yard, &c.—Continued.

YELLOW PINE.										
Year of purchase.	Spar timber.		Plank stock logs.		Plank.		Beams.		Deck plank.	
	Cubic ft.	Value.	Cubic ft.	Value.	Board ft.	Value.	Cubic ft.	Value.	Board ft.	Value.
1860.....			16, 020	\$3, 884 85	53, 601	\$3, 059 76	1, 377½	\$977 50		
1861.....			58, 777½	58, 491 45	16, 848	1, 095 12			45, 712	\$2, 284 60
1862.....			10, 292½	5, 043 32	76, 377	5, 594 25	15, 110	10, 572 71	42, 857	3, 214 27
1863.....	6, 135	\$5, 828 25	30, 076	11, 308 96			10, 940	8, 752 00	62, 593	5, 649 43
1864.....	3, 544	3, 189 60	36, 827	25, 813 90						
1865.....	2, 784	2, 505 60	3, 923	2, 305 10						
1866.....										
1867.....	4, 677½	3, 939 77								
Total.....	17, 140½	15, 463 22	155, 285½	106, 847 58	146, 826	9, 749 13	27, 427½	20, 302 21	151, 162	11, 148 30

Philadelphia navy yard, &c.—Continued.

WHITE PINE.										
Year of purchase.	Masts.		Logs.		Deck plank.		Stage plank.		Beams.	
	No.	Value.	Cubic ft.	Value.	Board ft.	Value.	Board ft.	Value.	Board ft.	Value.
1860.....										
1861.....	26	\$3, 125 00	2, 498	\$599 64	46, 852	\$1, 618 97	100, 264	\$2, 567 28		
1862.....	27	2, 815 00	962	254 05	45, 393	1, 574 98	164, 649	4, 689 92	16, 696	\$417 40
1863.....	42	7, 330 00	12, 726	4, 638 24	72, 864	2, 794 31	160, 102	3, 956 48	834	275 00
1864.....	27	4, 130 00			180, 243	8, 273 73	265, 765	11, 107 09		
1865.....	9	1, 470 00					142, 810	3, 998 67		
1866.....	20	4, 540 00			7, 264	268 76	99, 184	2, 877 15		
1867.....	2	600 00								
Total.....	153	24, 010 00	16, 186	5, 491 93	352, 616	14, 530 75	932, 774	29, 196 59	17, 530	692 40

Year of purchase.	LOCUST.				SPRUCE.						
	Timber.				Sticks.		Spars.		Poles.		
	Cubic ft.	Value.	Pieces.	Value.	No.	Value.	Inches.	Value.	No.	Value.	
1860.....	564	\$535 80	52	\$336 00	592	\$142 56	137	\$27 40
1861.....	17	229 60	41	41 00
1862.....	198	\$792 00	48	185 00
1863.....	1,688	1,654 24	63	2,532 00	300	150 00
1864.....	5,013½	6,266 55	8	108 00
1865.....	16	605 00
1866.....	18	366 00
1867.....	1,918½	3,261 45	50	1,430 00	200	100 00
Total.....	9,183½	11,718 04	198	792 00	272	5,791 60	9,627	3,720 56	678	318 40

Year of purchase.	HICKORY.		HACKMATAACK.			CHESTNUT.			Aggregate value.			
	Capstan bars.		Timber.		Knees.		Frame timber.			Plank.		
	No.	Value.	Cubic ft.	Value.	No.	Value.	Pieces.	Value.			Board ft.	Value.
1860.....											\$6, 016 48	
1861.....											129, 641 33	
1862.....											160, 660 89	
1863.....	183	\$348 00	26, 147	\$14, 380 85	638	\$4, 734 50	198	\$495 00	15, 867	\$555 34	213, 400 28	
1864.....					766	5, 519 80					214, 531 29	
1865.....					1, 029	9, 085 20					171, 286 34	
1866.....											25, 942 23	
1867.....			3, 783	1, 815 84							24, 230 14	
Total.....	183	348 00	29, 930	16, 196 69	2, 433	19, 339 50	198	495 00	15, 867	555 34	945, 708 98	

SHIP TIMBER.

WASHINGTON NAVY YARD.

SEASONED TIMBER ON HAND.

Quality.	Measure, &c.	Quantities.	Age—years.	Cost.	Value.
Live oak, moulded	Cubic feet.	11, 729	40	\$1 25 per ft.	\$14, 661 25
Live oak, promiscuous.....	Cubic feet.	1, 361	40	95 per ft.	1, 292 95
White-oak knees.....	11-inch	16 pieces ..	15 to 30	1 63 per in.	285 88
White-oak knees.....	9-inch	70 pieces ..	10 to 20	1 50 per in.	945 00
White-oak knees.....	8-inch	68 pieces ..	10 to 15	1 41 per in.	767 04
Total value.....					17, 953 12

GREEN TIMBER RECEIVED.

When received.	White-oak plank stock.			
	Number of cubic feet.	Cost per foot.	Cost of each lot.	Cost per year.
1860.....				
1861.....	800	\$0 62	\$496 00	\$496 00
1862.....	1, 834	74	1, 357 19	
1862.....	7, 160	62	4, 439 20	
1862.....	2, 490	48	1, 195 20	
1862.....	607	60	364 20	7, 355 60
1863.....	8, 390	55	4, 614 50	
1863.....	5, 019	59	2, 961 21	7, 575 71
1864.....	6, 646	55	3, 655 30	3, 655 30
1865.....				
1866.....	605	55	332 75	332 75
1867.....	11, 971	53	6, 344 63	6, 344 63
Total.....	45, 522			25, 760 15

When received.	Yellow-pine plank stock.			
	Number of cubic feet.	Cost per foot.	Cost of each lot.	Cost per year.
1860.....				
1861.....	821	\$0 75	\$615 75	
1861.....	5, 089	87	4, 427 43	\$5, 043 18
1862.....	3, 322	87	2 890 14	
1862.....	3, 293	72	2, 370 96	5, 261 10
1863.....	2, 487	50	1, 243 50	
1863.....	11, 316	65	7, 355 40	8, 598 90
1864.....	2, 598	50	1, 299 00	
1864.....	7, 879	65	5, 121 35	
1864.....	2, 877	55	1, 582 35	8, 002 70
1865.....				
1866.....				
1867.....	7, 579	50	3, 789 50	3, 789 50
Total.....	47, 261			30, 695 38

WASHINGTON NAVY YARD—Continued.

GREEN TIMBER RECEIVED—Continued.

When received.	White-oak knees.				
	No.	Size.	Price.	Cost of each lot.	Cost per year.
1860, '61, '62, '63					
1864	33	5-inch.	\$1 00	\$165 00	
1864	14	6-inch.	1 10	92 40	
1864	12	7-inch.	1 20	100 80	\$358 20
1865	69	5-inch.	90	310 50	
1865	50	5-inch.	1 20	300 00	
1865	50	6-inch.	1 40	420 00	
1865	47	7-inch.	1 60	526 40	1, 556 90
1866, '67					
Total	275				1, 915 10

When received.	White-pine logs.			
	Number of cubic feet.	Cost per foot.	Cost of each lot.	Cost per year.
1860, '61, '62				
1863	5, 082	\$0 74½	\$3, 786 09	
1863	4, 913	60	2, 947 80	\$6, 733 89
1864	600	60	360 00	360 00
1865				
1866				
1867	2, 078	35	727 30	727 30
Total	12, 673			7, 821 19

When received.	Spruce-pine spars and poles.				
	No.	Size.	Price.	Cost of each lot.	Cost per year.
1860					
1861	4	12-inch.	\$20 50	\$82 00	\$82 00
1862	8	14-inch.	15 00	120 00	
1862	44	12-inch.	12 00	528 00	
1862	29	10-inch.	8 00	232 00	
1862	31	8-inch.	3 50	108 50	
1862	30	6-inch.	2 00	60 00	
1862	84	Poles	40	33 60	1, 082 10
1863	30	12-inch.	24 00	720 00	
1863	25	6-inch.	3 00	75 00	
1863	40	Poles	40	16 00	
1864, '65					
1866	35	12-inch.	12 00	420 00	
1866	11	6-inch.	4 37	48 07	
1866	11	Poles	4 49	49 39	517 46
1867	35	6-inch.	3 00	105 00	
1867	102	Poles	50	51 00	156 00
Total	519				2, 648 56

WASHINGTON NAVY YARD—Continued.

RECAPITULATION.

Cost of each year, and total cost from 1860 to 1867, inclusive.

Qualities.	1861.		1862.		1863.		1864.		1865.		1866.		1867.		Total.	
	Measure, &c.	Cost.	Measure, &c.	Cost.	Measure, &c.	Cost.	Measure, &c.	Cost.	Measure, &c.	Cost.	Measure, &c.	Cost.	Measure, &c.	Cost.	Amounts purchased.	Cost.
White oak....	<i>Cub. ft.</i> 800	\$496 00	<i>Cub. ft.</i> 12,091	\$7,355 76	<i>Cub. ft.</i> 13,409	\$7,575 71	<i>Cub. ft.</i> 6,646	\$3,655 30	.....	.....	<i>Cub. ft.</i> 605	\$332 75	<i>Cub. ft.</i> 11,971	\$6,344 63	<i>Cub. ft.</i> 45,522	\$25,760 15
Yellow pine..	5,910	5,043 18	6,615	5,261 10	13,803	8,598 90	13,354	8,002 70	.....	.....	.....	.....	7,579	3,789 50	47,261	30,695 38
W. O. knees ..	<i>No.</i> .....	.....	.....	.....	.....	.....	<i>No.</i> 59	358 20	<i>No.</i> 216	1,556 90	.....	.....	.....	.....	<i>No.</i> 275	1,915 10
White pine ...	.....	.....	.....	.....	9,995	6,733 89	<i>Cub. ft.</i> 600	360 00	.....	.....	.....	.....	2,078	727 30	<i>Cub. ft.</i> 12,673	7,821 19
Spruce spars..	4	82 00	<i>No.</i> 226	1,082 10	<i>No.</i> 95	811 00	.....	.....	.....	.....	<i>No.</i> 57	517 46	<i>No.</i> 137	156 00	<i>No.</i> 519	2,648 56
Totals.....	.....	5,621 18	.....	13,698 96	.....	23,719 50	.....	12,376 20	.....	1,556 90	.....	850 21	.....	11,017 43	.....	68,840 38

NORFOLK NAVY YARD.

TIMBER ON HAND.

Materials.	Quantity.	When received.	Condition.	Value.
Oak.....cubic feet..	510	December, 1865.....	Seasoned..	\$255 00
Oak.....do.....	5, 118	July and December, 1867	Seasoning .	2, 661 36
Oak, curved.....do.....	3, 427	February, 1867 .....	.....do	1, 778 92
Yellow pine.....do.....	3, 224	September, 1866 .....	.....do	1, 304 72
Yellow pine.....do.....	9, 549	November and December, 1867 .....	.....do	3, 829 15
White-oak knees	417	From 1864 to date.....	.....do	4, 063 66

Statement of green timber bought from 1860 to date.

Materials.	1865.		1866.		1867.	
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.
Yellow pine.....cubic feet..	6, 579	\$3, 447 90	30, 162	\$12, 239 30	31, 144	\$12, 479 89
White oak.....do.....			10, 425	5, 212 50	18, 543	9, 631 50
White-oak knees, from 6 to 11 inches square, in-square and out-square-No.			230	1, 992 99	493	5, 053 50
Hackmatack knees measuring from 5 to 8 inches.....number..	68	365 40				

PENSACOLA NAVY YARD.

GREEN TIMBER PURCHASED.

Fiscal year.	Yellow-pine round logs.	Yellow-pine sticks for masts and spars.	Cost.
1863-'64.....	No. 6, 126	No.	\$9, 189 00
1864-'65.....	8, 817	.....	13, 225 50
1865-'66.....	1, 284	32	3, 578 80
1866-'67.....		6	820 00
Totals.....	16, 227	38	26, 813 30

MAILS BETWEEN NEW YORK AND PHILADELPHIA.

LETTER

FROM

THE POSTMASTER GENERAL,

IN ANSWER TO

A resolution of the House of the 10th instant, relative to the midnight mails between New York and Philadelphia.

JANUARY 21, 1868.—Referred to the Committee on the Post Office and Post Roads and ordered to be printed.

POST OFFICE DEPARTMENT,
Washington, January 20, 1868.

SIR: I am in receipt of a copy of a resolution adopted by the House of Representatives on the 10th instant, as follows:

“*Resolved*, That the Postmaster General be directed to communicate to this house what reasons, if any, existed for the discontinuance of the transmission of the midnight mail from the city of New York to the city of Philadelphia, whereby correspondence with the latter city from New York and localities east and north of said city is delayed many hours; and whether in view of the absolute necessity of frequent mail service between commercial cities the transmission of the said mail cannot be again ordered, so as immediately to prevent further inconvenience to business and other interests.”

In answer, the following statement is respectfully submitted. The mail in question was not discontinued by any order of this department, nor was it originally ordered by the department, or paid for by it. Early in the late rebellion the railroad companies composing the line between New York and Washington established a train between those cities, in addition to the then existing trains, leaving New York at 12 night, and arriving at Washington before 11 a. m. The department had no agency in originating this train, and it was understood to have been established for the purpose of relieving the regular trains, then overburdened by large passenger traffic, and the conveyance of troops, munitions of war, &c. The companies consented to take mails by this train to Philadelphia, Baltimore, and Washington, and they were despatched by the New York office, but without promise of compensation by the department, and without pledge on the part of the companies that the arrangement should continue longer than the train was needed for business purposes. Accordingly the Philadelphia and Baltimore company gave notice that the train between Philadelphia and Baltimore would be withdrawn April 7, 1867, stating that “it caused

a loss to the company larger than the whole annual payment for mail service," (which is \$37,500.) This train and mail ceased running at the date mentioned.

From the parties controlling the road between New York and Philadelphia the department has received no communication in regard to this matter, but on the 30th of November last the postmaster at Philadelphia reported as follows: "The Camden and Amboy Railroad Company inform me that they propose, on the 7th of December, taking off the Owl train, which leaves New York city at 12 midnight and reaches this city at 4 a. m.," to which answer was made on the 2d of December, that "as the train in question was placed on the road by the company during the war for their own convenience, not at the instance of the department, and as the mails carried thereon have been carried gratuitously, for the accommodation of the public, the department has no right to interfere." In accordance with the notice of the company, the train ceased to run and the mail to be carried December 15, 1867.

The department has not the power to restore this service, even were it deemed essential to the public interest, without previous legislation by Congress, and a special appropriation for the expense, as the railroad companies are receiving for the mail service now rendered the maximum compensation allowed by law, and as the train, if restored, would be run for mail purposes only, a large addition to the present pay would no doubt be demanded. But doubts have existed as to the utility of this mail, though "the necessity of frequent communication between commercial cities" is freely admitted. Three mails per day are now carried between New York and Philadelphia, the last leaving New York at 7.30 p. m., long after the close of bank, insurance, and general business hours, taking letters deposited in the post office to within fifteen minutes of the hour of departure; and at the postal cars at Jersey City they are received up to the moment of leaving. This mail also takes the correspondence for Philadelphia and the south, received by the afternoon trains from "localities east and north" of New York. It is the inevitable tendency in cities where more than one daily mail is despatched for the writers of letters to withhold their correspondence for the very last departure, whatever its hour may be; this is correct when the previous departures are at an early hour, but when the departure is so late as 7.30 p. m. there seems to be no necessity of keeping letters to a later hour. It is believed that more than nine-tenths of the letters from New York to Philadelphia, formerly sent by this midnight mail could, with equal facility, have been prepared and transmitted by the evening (7.30) mail. They were so sent before this train was put on, and there was no complaint of insufficiency of accommodation.

One advantage of this mail was that it connected with the mail leaving Boston at 2.30 p. m., but that mail closes at the Boston post office before the close of bank and business hours, and therefore probably does not take much valuable correspondence; and there is another mail leaving Boston at 8.30 p. m., taking the principal correspondence of the day, and, though leaving six hours later than the preceding departure, its correspondence is delivered in Philadelphia within three hours of the time it would be if the 12 night train was still in operation.

Very respectfully, &c., &c.,

ALEX. W. RANDALL,
Postmaster General.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

RIGHT OF WAY—FORT LEAVENWORTH.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

Papers relative to right of way across Fort Leavenworth military reservation to Leavenworth and Des Moines railroad.

JANUARY 21, 1868.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT,
Washington City, January 18, 1868.

SIR: I have the honor to send herewith, in compliance with a request from the chairman of the Military Committee of the House of Representatives, certain papers connected with the right of way across the military reservation at Fort Leavenworth by the Leavenworth and Des Moines and Northwestern and Leavenworth railroads, and one relating to the construction of a bridge across the Missouri river, with a map showing the boundaries of the reservation, being all on the subject that are on file in this department.

Very respectfully, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., November 24, 1867.

GENERAL: The enclosed application of the president and secretary of the Leavenworth and Des Moines railroad, for permission to use a portion of the Fort Leavenworth reservation for the purpose of extending their track across the same, is herewith respectfully referred to General Donaldson, who will please express his opinion as to granting said application.

Very respectfully, your obedient servant,

(By order Quartermaster General,)

JAMES A. EKin,

Deputy Quartermaster General, Brevet Brigadier General.

Brevet Major General J. L. DONALDSON,

*Assistant Quartermaster General and Acting
Quartermaster, St. Louis, Mo.*

HEADQUARTERS MILITARY DIVISION MISSOURI,
OFFICE CHIEF QUARTERMASTER,
St. Louis, Mo., November 30, 1867.

Respectfully referred to Brevet Major General L. C. Easton, chief quartermaster department of the Missouri, Fort Leavenworth, Kansas, for report.

The Lieutenant General is of opinion that the right of way might be conceded without detriment to the public service.

I concur with him; but, before recommending it, I would like to have General Easton's opinion on the subject.

The Lieutenant General thinks that if the road ran around the bank of the river, instead of across the flat, it would be better.

J. L. DONALDSON,
*Assistant Quartermaster General U. S. A.,
Chief Quartermaster Military Div. Mo.*

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
Fort Leavenworth, Kansas, December 4, 1867.

Respectfully returned.

I see no objection to granting the right of way as asked for, provided it does in no way interfere with the government mill and buildings on the military reservation, opposite Fort Leavenworth.

As the route for the railroad is marked on the accompanying map, I do not think it will interfere with the mill or buildings referred to.

The objection to the road following the bend of the river is, that it would pass through the ground occupied by our mill and other buildings; and the military reservation and other bottom-lands above the mill referred to are washing away so rapidly that a railroad company would hardly be justified in running a track along the bank.

I would recommend that the right of way be granted to the east of the mill, and as laid down on the accompanying map. (See map for location of mill and bank of river washing away.)

L. C. EASTON,
Deputy Quartermaster General, Chief Quartermaster Dept. Mo.

ST. LOUIS, MISSOURI, *December 7, 1867.*

Respectfully returned to the acting quartermaster general.

I am of opinion that the right of way should be granted, not to interfere with the government mill and buildings.

J. L. DONALDSON,
Assistant Quartermaster General, Chief Quartermaster Dept. Mo.

LEAVENWORTH, KANSAS, *November 12, 1867.*

The undersigned, in behalf of the Leavenworth and Des Moines Railroad Company, respectfully represent:

That the said company is engaged in the construction of a railway from the city of Leavenworth, in the State of Kansas, to a point on the Hannibal and St. Joseph railroad at or near Cameron, in the State of Missouri, with an ultimate destination at Des Moines, in the State of Iowa.

The map herewith submitted shows Fort Leavenworth, the military reservation, the city of Leavenworth, and the route by which the company desires to

approach the Missouri river. The road-bed is already graded up to the reservation. From the point where the road touches the reservation to the river is a little more than one mile. The land over which the road would pass is low and marshy, and is of no practical use to the government, yielding neither grain, hay, nor pasture.

The construction of the railroad to the river will be of no inconsiderable convenience and benefit to the government. With the present facilities, all freight is landed more than one mile below the city, and is ferried over, thence transported to the fort, a distance of more than five miles. With the terminus of the Leavenworth and Des Moines railroad, where we have designated upon the map, all freight for government may be landed by ferry upon the government levee, saving time, labor, and necessarily money.

This terminus will also be of great advantage to the city of Leavenworth and the travelling public, saving three or four miles of travel over a low and unpleasant route.

It will also save the company from an expenditure of more than \$100,000, and, inasmuch as the land through which permission is asked to pass is of no practical utility to the government, the company ask confidently the permission of the War Department for the use of a strip one hundred feet in width to a point on the river, for the purpose of laying down their track substantially upon the line designated upon the map submitted herewith.

All of which is respectfully submitted.

HARVEY EDGERTON, *President.*

FRANK YOCUM, *Secretary.*

H. D. MACKAY, *Treasurer.*

I think the above application is right, and that if the right of way asked for is granted, it will be alike conducive to the interests of the general public and of the government.

I earnestly urge that the application be granted.

SIDNEY CLARKE, *M. C.*

General U. S. GRANT,

Acting Secretary of War.

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., February 8, 1867.

SIR: I have the honor to return herewith House bill No. 1118, introduced by the Hon. Sidney Clarke, M. C., February 4, 1867, "to authorize the construction of a bridge across the Missouri river at Fort Leavenworth, Kansas," which was referred by the War Department to the Quartermaster General for report, and to report:

That, in my opinion, there is no objection to granting the right of way across the Fort Leavenworth reservation for railway purposes and the construction of a bridge across the Missouri river within the limits thereof, but that the precise location of such proposed bridge, with its approaches, should be decided by the railway company, and submitted to this office, before such a grant as is asked for can be recommended.

I know of no objection to the use by the railway company of such stone and earth as may be necessary for the construction of the proposed bridge, to be taken from the reservation at such points as may be indicated by the senior quartermaster on duty at the post of Fort Leavenworth; but, in my opinion, it

would not be expedient to give the company the same privilege with regard to the timber on the reservation, all of which I consider should be retained as necessary for the public service.

I am, sir, very respectfully, your obedient servant,

D. H. RUCKER,

Acting Quartermaster General, Brevet Major General U. S. A.

Hon. EDWIN M. STANTON,

Secretary of War.

DECEMBER 14, 1867.

Respectfully returned to the Secretary of War *ad interim*.

As it appears from the enclosed papers that, in the opinion of the Lieutenant General of the army, and of Generals Donaldson and Easton, the right of way might be conceded without detriment to the public service, I respectfully recommend that it be granted, but in such a manner as will not interfere with the government mill and buildings.

D. H. RUCKER,

Acting Quartermaster General, Brevet Major General.

LEAVENWORTH CITY, *December 12, 1867.*

DEAR SIR: Enclosed please find a letter addressed to General Easton, and indorsed by him, also Generals Card and McNutt, and also a petition from our citizens, which please show to Senators Pomeroy and Ross. We received a letter from Senator Pomeroy, of the 3d instant, saying he had received our letter, and would confer with you upon the subject at issue and do what he could, and we hope you will get this right of way for us with all possible despatch. Your course in our bridge project has made you many friends here among our purely and substantial business men, and we hope to hear from you at an early day.

Yours, very truly,

C. R. MOREHEAD, JR.,

Chairman Board of Corporators L. A. and N. W. R. R. Co.

Hon. SIDNEY CLARK, *Washington, D. C.*

LEAVENWORTH, KANSAS. *December 2, 1867.*

GENERAL: Citizens of Leavenworth county have organized a company under the name of the Leavenworth, Atchison and Northwestern Railroad Company, for the purpose of constructing a railroad from Atchison to Leavenworth, in connection with the Central Pacific, thus connecting the Central Pacific railroad with the St. Louis, Pacific, Leavenworth, Lawrence and Galveston, Union Pacific, eastern division, and when the proposed bridge over the Missouri river is complete, it will also have a close connection with the Leavenworth, Cameron and Des Moines to Chicago; then with the Central Pacific finished to Fort Kearney, connecting with the Omaha branch of the Union Pacific, Fort Leavenworth will have a direct connection with all three of the roads running west, also with two roads east, and the Galveston, running south.

We have raised by subscription a considerable part of the means necessary for the prosecution of the work.

Necessarily, this line must pass over the Fort Leavenworth reserve, and in the vicinity of the fort, and the company by the undersigned, the chairman of the corporators, respectfully request that you recommend that the right of way,

say one hundred feet in width across said reserve grounds, and sufficient for a depot in the vicinity of the fort, be donated to this company on condition that such railroad be constructed within a reasonable time.

Very respectfully, your obedient servant,

C. R. MOREHEAD, JR.,

Chairman Board Corporators L. A. and N. W. R. R.

General L. C. EASTON,

Chief Quartermaster U. S. A., Fort Leavenworth, Kansas.

HEADQUARTERS DEPARTMENT OF MISSOURI,

Fort Leavenworth, December 2, 1867.

Respectfully referred to Brevet Brigadier General B. C. Card, depot quartermaster, for remark.

L. C. EASTON,

Deputy Quartermaster General, Chief Quartermaster.

OFFICE DEPOT QUARTERMASTER,

Fort Leavenworth, Kansas, December 4, 1867.

Respectfully returned to Brevet Major General L. C. Easton, chief quartermaster, department of the Missouri.

The railway connection referred to within will be of great convenience to the depot, and economy to the public service. I therefore respectfully recommend that this company be granted the privilege of extending their road across the military reserve at Fort Leavenworth, and for that purpose be allowed the right of way, say one hundred feet in width, except at such points where such width will interfere with existing improvements. The necessity for granting lands upon the reserve, for a depot, is not apparent. The passengers or freight to be received or delivered at this place would be on public account, and the depot buildings should belong to and be under the control of the proper military authorities here. It is probable that the course of the road would follow the river, and the government has the necessary depot buildings at proper points for its own use on the river. The privilege should be with the express understanding that the road will be constructed within a fixed reasonable time, and that the land shall be used only for the above designated purpose, and the title to the land to remain with the government.

BENJ. C. CARD,

Brevet Brigadier General, Depot Quartermaster.

HEADQUARTERS DEPARTMENT OF THE MISSOURI,

Fort Leavenworth, Kansas, December 4, 1867.

Respectfully returned. I concur fully in the remarks and recommendations of Brevet Brigadier General B. C. Card, depot quartermaster, expressed in foregoing indorsement.

L. C. EASTON,

Deputy Quartermaster General, Chief Quartermaster.

LEAVENWORTH ARSENAL, *December 9, 1867.*

I also concur with Brevet Brigadier General Card in what he remarks in the indorsement above referred to.

J. McNUTT,

Brevet Lieutenant Colonel U. S. A.

LEAVENWORTH, *December 4, 1867.*

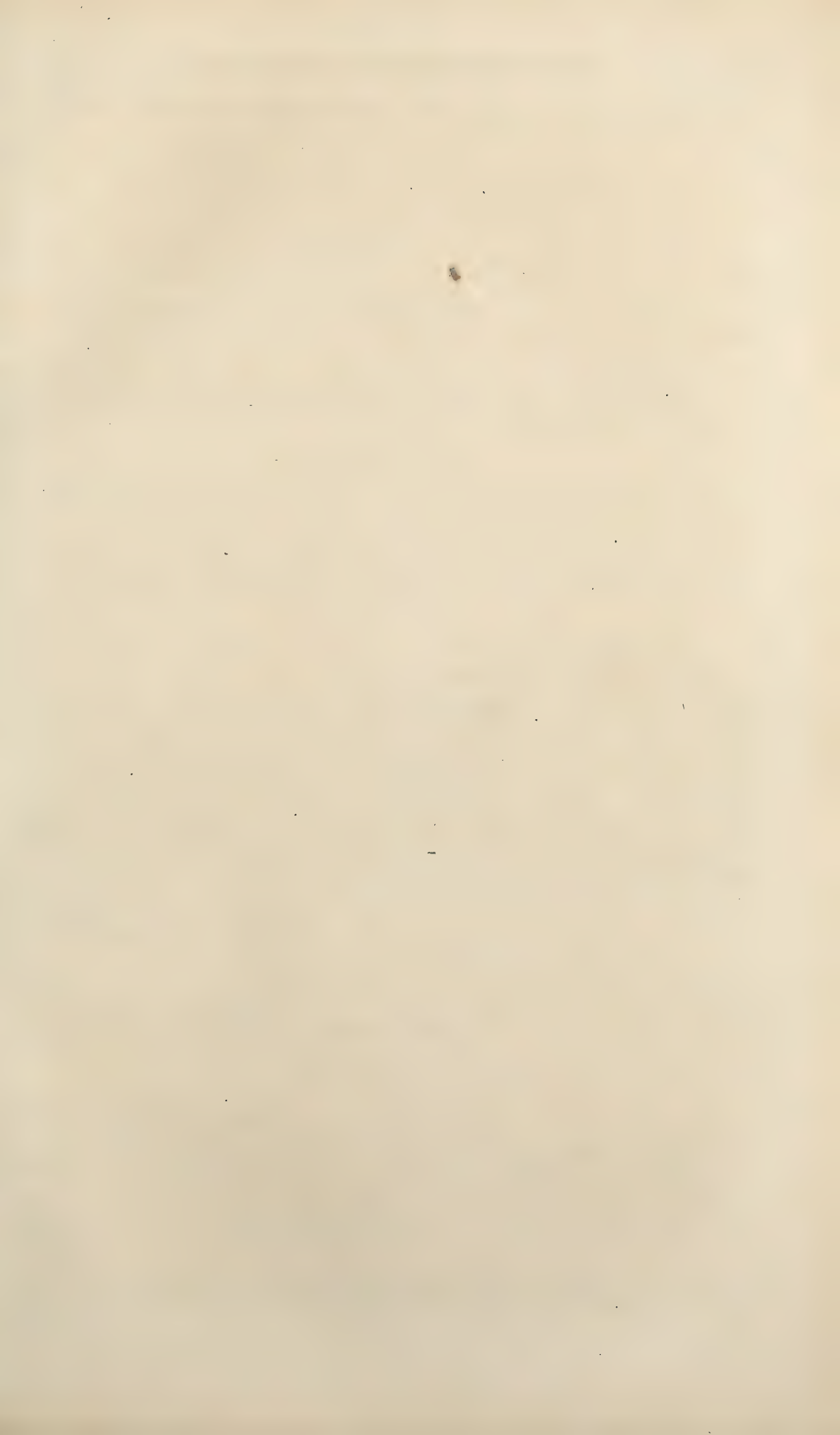
To Hon. S. C. POMEROY, E. G. ROSS, and SIDNEY CLARKE :

The undersigned, residents of the city and county of Leavenworth, and State of Kansas, respectfully request that you get the right of way from the requisite authorities of the United States government for the purpose of constructing and running a railway across and on the reservation known as the Fort Leavenworth reservation, commencing at some point upon the same where it strikes the northern line of the city of Leavenworth, and continuing through and over the same to its northern line.

This right is sought for, and is to be used by, the Leavenworth, Atchison and Northwestern Railroad Company and its lessees.

P. T. Lowe.
 C. R. Morehead & Co.
 Conway, Fenlon & Co.
 M. Hagiman.
 Thompson & Woodruff.
 Sponable, Stoddart & Empie.
 Towers & Newman.
 E. B. Allen.
 H. W. Gillett.
 George W. Nellis.
 Sidney Smith.
 Fairchild & Pierce.
 Cochran, Bittman & Taylor.
 J. Wollman.
 L. Rattenberg.
 C. W. Thomas.
 N. Spear.
 Abernathy Brothers.
 Leak, Smith & Co.
 Root & Dair.
 J. Ashton & Co.
 H. Allen.
 W. H. Farrell & Co.
 James Wilson & Co.
 Scott & Woodruff.
 W. A. Rose & Co.
 A. M. Clark.
 John L. Pendery.
 J. F. Richards & Co.
 P. F. Meagher.
 Varney, Myers & Cushing.
 F. J. Weed.
 Prescott & Hume.
 Isaac E. Eaton.
 Eddy & Arnold.
 A. Stettaney.
 Jno. Higinbotham.
 James Hall.
 W. D. Kelly & Co.

A. Sarden & Co.
 Byron Shemy.
 W. C. Berry, jr. & Co.
 Hewes & Co.
 R. L. Evy & Co.
 Geo. O. Cartin & Son.
 G. F. Marsh.
 E. H. Durfee.
 S. E. Watkins.
 S. Steindler.
 E. D. Rhey & Co.
 F. E. Hunt, jr.
 Jaggard & Saunders.
 Crow & Foster.
 Dr. J. Davis & Son.
 Joseph Darr & Co.
 Samuel Cox.
 Chamberlin, Parmelee & Co.
 Chas. Liebenstein & Co.
 S. M. Rothschild & Co.
 Drake Brothers.
 F. C. Eames.
 J. C. Stone.
 Mark W. Delahay.
 O. H. Viergutz & Co.
 Hershfield & Mitchell.
 Wilson, Brace & Baker.
 A. Maranbery.
 Robert Crozier.
 Scott & Co.
 Euistew, Smith & Co.
 Jones & Stutsward.
 E. Hallett.
 W. A. Hallett.
 Hines & Eaves.
 Van Doren & Havens.
 A. D. Neimann.
 Paul E. Havens.
 D. R. Anthony.



WALTER B. PLOWDEN.

LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

The petition of Walter B. Plowden, asking payment for his services as scout.

JANUARY 21, 1868.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT,
Washington City, January 17, 1868.

SIR: I have the honor to return herewith a petition of Walter B. Plowden, asking payment for his services as scout, referred to this department on the 9th instart by the chairman of the Committee on Military Affairs, with request to be informed if it is a claim that can be settled in the War Department, or if not, that any information as to its merits as a claim upon Congress for a special relief act be furnished, and to state, for the information of the committee, that the claim could be investigated as to its merits and an adjustment had, based upon them, if presented to the department for that purpose. But the papers presented in support of the petition do not afford any sufficient ground on which to found an opinion as to its merit, nor do the records of this department furnish any information pertaining to the case.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

To the honorable the Congress of the United States:

The petition of the undersigned, Walter B. Plowden, a colored man, now a resident of Washington, in the District of Columbia, respectfully represents:

That in the month of September, 1861, he was mustered into the military service of the United States, and assigned to the duty of doctor's or hospital steward to Dr. W. V. White, assistant surgeon in charge at Hilton Head, South Carolina.

That he served as such steward from the date aforesaid until the 9th day of May, 1862, when he was assigned to duty with Major General David Hunter as a scout.

That he served successively under General Hunter, General Mitchell, General Brennan, and General Gilmore, and made continuous service under the said commanders, from the date last aforesaid until the 2d day of January, 1864, when he was taken prisoner by the enemy and kept in confinement until the latter part of February, 1865. At the date last aforesaid he escaped from the rebel prison at Columbia, South Carolina, and found his way into General Logan's lines.

That while serving as a scout, as aforesaid, he obtained much valuable information for the Union generals, which information was often obtained at great personal risk, and with great hardship and exposure.

That he has never received any pay whatsoever for his said services as scout, nor for the time he was so kept in confinement as a prisoner.

He therefore respectfully prays that an act may be passed for his relief, granting to him such amount as Congress in its wisdom shall deem meet and proper for his said services.

And your petitioner will ever pray, &c.

WALTER B. ^{his} + PLOWDEN.
mark.

Witnesses:

J. C. SMITH.

A. G. HEYBURN.

WASHINGTON, *November 4, 1867.*

WASHINGTON, *March 14, 1867.*

The bearer, Walter B. Plowden, is a man who rendered very important service to the United States during the rebellion, in South Carolina, and has never been paid for his services. He was the guide to Colonel Montgomery, of Kansas, when he made an important raid up the Combahee river, South Carolina, bringing off eight hundred negroes, and destroying a large quantity of valuable property.

Plowden was sent ten times within the rebel lines, always bringing valuable information. He was finally captured and held for some time as a prisoner. There is no one more deserving a place under the government.

DAVID HUNTER,
Major General.

CHARLESTON, *August 21, 1867.*

From personal knowledge of Walter Plowden and of his valuable services to the government, which were often attended with very great risk, I can and do most heartily indorse all that General Hunter has said of him and his labors.

M. FRENCH,
Chaplain United States Volunteers.

NEW YORK, *September 25, 1866.*

To whom it may concern :

This is to certify that I have known Walter Plowden for the past six (6) years, and have always found him an honest, faithful man.

He served as a private servant in the forty-seventh regiment New York volunteers until the arming of colored troops, when he took an active part and recruited part of a regiment, and was of great service in obtaining information from the enemy where a white man would have failed ; and it is my earnest request that something may be done for him in the way of a situation.

W. T. MARTIN,
Late Lieutenant 47th Regiment.

WASHINGTON, *March 9, 1867.*

I know the bearer, Walter Plowden, and take pleasure in recommending him as an honest, industrious, and sober man to any person having need of the services of such a person.

SAM. T. MADDOX,
Late Captain and Provost Marshal.

I employed Walter B. Plowden as a servant during the war, and found him reliable.

O. O. HOWARD,
Major General.

NOVEMBER 23, 1866.

I recommend the bearer, as a soldier, for employment under the government.
N. P. BANKS.

I concur with General Banks in his indorsement.

BENJAMIN F. BUTLER.

Afterwards, General Gillmore sent Walter on a scouting expedition, when he was taken prisoner and remained in the different prisons south for fifteen months. Upon getting away from the confederates, he was taken sick and was unable to work for nearly a year, which accounts for the delay in settling his accounts.

Yours, respectfully,

W. V. WHITE,
*Formerly Surgeon 47th N. Y. Vols., and A. A. Surgeon U. S. A.,
in charge General Hospital, Fort Columbus, N. Y. Harbor.*

ASSISTANT QUARTERMASTER GENERAL'S OFFICE,
Philadelphia, September 1, 1866.

The agent of the Philadelphia, Baltimore and Wilmington Railroad Company will confer a favor on me and do an act of public patriotism, for which this company has been always noted during and since the rebellion, if he will give the bearer a free passage to Washington, as he is unable to pay his passage.

G. H. CROLMAN,
Assistant Quartermaster General U. S. A.

General JAMES MONTGOMERY, *Mound City, Kansas:*

Saw Pet at Beaufort; was guide to your regiment when you made the raid up the Combahee river; who had his horse shot from under him that day—May, 1862.

NEW YORK, *September 21, 1866.*

Major General S. L. VAN VLIET:

The bearer, Walter B. Plowden, was sent out as a scout from Morris island, in 1864. He had performed other service of this kind, and I supposed the rebels had hung him. He was a good man. He wants to get to Washington, and if proper for you to help him, I vouch for him as worthy.

I leave for California to-day.

Respectfully,

JAMES F. HALL,
Late Brevet Brigadier General U. S. A.

DEFICIENCY IN APPROPRIATIONS FOR INDIAN TRIBES.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

Estimates of appropriations to supply deficiencies for certain Indian tribes.

JANUARY 22, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., January 22, 1868.

SIR: I have the honor to transmit herewith a copy of a letter of the 20th instant from the Commissioner of Indian Affairs, submitting an "estimate of appropriations required for supplying deficiencies in the appropriations made for the Sioux Indians of Dakota, Arickarees, Gros Ventres and Mandans, Crows, and Yanc tons, for the fiscal year ending June 30, 1868, and for subsistence purchased for the Poncas," amounting to one hundred and thirteen thousand five hundred and seventy-one dollars and eight cents, (\$113,571 08.)

Copies of the papers accompanying the communication from the Indian Bureau are also herewith transmitted in relation to the subject, to which the favorable consideration of Congress is respectfully invited.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,

OFFICE INDIAN AFFAIRS,

January 20, 1868.

SIR: In September last a copy of a telegram from Commissioner Taylor, dated the 13th of that month, copy herewith, was received at this office, by reference from your department, setting forth that, at a meeting of the Indian peace commissioners, it was recommended that the Commissioner of Indian Affairs be authorized to expend, for immediate relief of the Yanc ton Sioux, the nine bands of Sioux at Forts Thompson, Sully and Rice, and the Arickarees, Gros Ventres, and Mandans, at Fort Berthold, the unexpended appropriations applicable; that such advice was the result of personal knowledge of the prospective destitution of those tribes, and from reliable information, received by

the commission at the points visited by it, and requesting instructions and to be advised what amounts could be used for respective tribes. In office report of September 14, 1867, a statement was made of the funds then on hand appropriated for said tribes, and of the objects for which the same were applicable; and from the copy of a telegram from the honorable acting Secretary of the Interior to Commissioner Taylor, transmitted to this office on the 16th of September, it appears that the amounts that could be applied were telegraphed to the honorable Commissioner, who, on the 17th of the same month, entered into a contract with J. W. Bosler for furnishing certain stores for the Indians in question, and also for the Poncas.

The necessity for supplying these Indians with subsistence was caused principally by the destruction of their crops of corn, &c., by the grasshoppers.

This fact is set forth in letters (copies herewith) from Agents Conger and Potter, and from Special Agent Campbell, transmitted to this office by Governor Faulk on the 28th of August and on the 9th and 10th of September, 1867.

Some of the members of the Indian peace commission visited a portion of the tribes on the upper Missouri river last summer and fall, and it was upon their representations of the prospective destitution and wants of the Indians, and also upon their recommendation, that Commissioner Taylor acted in contracting with Mr. Bosler for the required supplies.

The contract has been fully complied with on the part of Mr. Bosler, and he has been paid for the subsistence furnished to the extent of the funds on hand on the 21st ultimo—the date of the settlement of his accounts—that could be applied from moneys appropriated for fulfilling treaty stipulations with the respective tribes hereinbefore named. The subsistence furnished by Mr. Bosler for these Indians amounts to \$91,748 44, as follows:

For the Yancton Sioux.....	\$17, 929 99
For the nine bands of Sioux.....	41, 803 49
For the Arickarees, Gros Ventres, and Mandans.....	20, 114 70
For the Poncas.....	11, 900 26
Total.....	<u>91, 748 44</u>

Of which amount there has been paid the following sums, viz:

On account of the Yanctons, (funds remitted Governor Faulk).....	\$17, 929 99
On account of the nine bands of Sioux.....	41, 712 09
On account of the Arickarees, Gros Ventres and Mandans.....	16, 186 02
	<u>75, 828 10</u>
Balance due under contract.....	<u>15, 920 34</u>

Nothing has been paid on account of the Poncas, for the reason that there are but a few hundred dollars on hand of their annuity funds, and, by the terms of the contract, the subsistence furnished for them was to be paid for when an appropriation was made applicable. The funds already used were appropriated for the respective tribes, to fulfil treaty stipulations, and were applicable to the purchase and transportation of provisions or other useful articles. The emergency which necessitated the purchase of the large quantity of provisions required to prevent actual suffering and starvation among these Indians could not have been foreseen, nor could it have been prevented. The corn crops, up to the time of their destruction by the grasshoppers, were looking well, and

there was a fair prospect of an abundant yield and plentiful supply of food for the winter; the pest came, and, in a few days, the condition and prospects of the Indians were entirely changed. It was absolutely necessary to meet the emergency, and to do it at once, or the weather would have prevented the forwarding of any stores until another spring. To do this, the funds already appropriated had to be used, and it has now left the Indians without any money to their credit to assist them in planting a new crop the coming spring, and to meet the necessary expenses of the service, in connection with their agencies, up to the end of the present fiscal year. In my opinion, the full amount so used should be appropriated by Congress and placed to the credit of said tribes, respectively.

There was also an indebtedness, incurred by or under the direction of the Indian peace commission, on account of the Crows, amounting to \$21,822 64. Of this amount there has been paid the sum of \$18,778 55, leaving a balance still due of \$3,044 09, for the payment of which there are no funds on hand applicable, nor is there any money to their credit with which their wants can be supplied to the end of the present fiscal year. The Crows have always been friendly to the whites in their vicinity, and every endeavor on the part of the government should be made to keep them so. No portion of the funds appropriated for them the present fiscal year has been used to advance their agricultural operations or to purchase stock, &c., provisions for which were made in the appropriation act of March 2, 1867; and in order that this may be done the coming spring, as well as to meet the actual wants of the service up to the 30th of June next, in connection with this tribe, the full amount of the indebtedness created by or under the direction of the said commission should be again placed to the credit of these Indians.

In view of the facts and circumstances hereinbefore stated, and in order that immediate steps may be taken to have the funds appropriated in time to purchase and forward, the first opportunity, the necessary agricultural implements, tools, seed, subsistence, while planting, &c., required by and absolutely necessary for these Indians, to enable them to put in a crop the coming spring, I have had prepared, and enclose herewith, an estimate of appropriations required to supply deficiencies in the appropriations made for the Sioux of Dakota, the Yankton Sioux, the Arickarees, Gros Ventres and Mandans, and the Crows, for the fiscal year ending June 30, 1868, and also of an appropriation to pay for the subsistence purchased for the Poncas, and respectfully request, if you concur in the views and opinions herein expressed, that copies of the same be transmitted to the President of the Senate and Speaker of the House of Representatives, with such favorable remarks and recommendations as, in your judgment, may be deemed advisable, and as will tend to speedy action on the part of Congress.

Very respectfully, your obedient servant,

CHAS. E. MIX,
Acting Commissioner.

Hon. O. H. BROWNING,
Secretary of the Interior.

4 DEFICIENCY IN APPROPRIATIONS FOR INDIAN TRIBES.

Estimate of appropriations required for supplying deficiencies in the appropriations made for the Sioux of Dakota, Arickarees, Gros Ventres, and Mandans, Crows and Yancions, for the fiscal year ending June 30, 1868, and for subsistence purchased for the Poncas.

SIOUX OF DAKATO, BLACKFEET BAND.

For this amount to supply a deficiency in the appropriation for the second of twenty instalments, to be paid in such articles as the Secretary of the Interior may direct, for the fiscal year ending June 30, 1868.....	\$2, 820 25
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MINNECONJOU BAND.

For this amount to supply a deficiency in the appropriation for the second of twenty instalments, to be paid in such articles as the Secretary of the Interior may direct, for the fiscal year ending June 30, 1868.....	4, 462 89
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LOWER BRULÉ BAND.

For this amount to supply a deficiency in the appropriation for the second of twenty instalments, to be paid in such articles as the Secretary of the Interior may direct, for the fiscal year ending June 30, 1868.....	3, 246 47
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TWO KETTLES BAND.

For this amount to supply a deficiency in the appropriation for the second of twenty instalments, to be paid in such articles as the Secretary of the Interior may direct, for the fiscal year ending June 30, 1868.....	664 40
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ONK-PAH-PAH BAND.

For this amount to supply a deficiency in the appropriation for the second of twenty instalments, to be paid in such articles as the Secretary of the Interior may direct, for the fiscal year ending June 30, 1868.....	3, 523 81
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SANS ARCS BAND.

For this amount to supply a deficiency in the appropriation for the second of twenty instalments, to be paid in such articles as the Secretary of the Interior may direct, for the fiscal year ending June 30, 1868.....	3, 766 51
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YANCTONAI BAND.

For this amount to supply a deficiency in the appropriation for the second of twenty instalments, to be paid in such articles as the Secretary of the Interior may direct, for the fiscal year ending June 30, 1868.....	3, 861 36
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UPPER YANCTONAI BAND.

For this amount to supply a deficiency in the appropriation for the second of twenty instalments, to be paid in such articles as the Secretary of the Interior may direct, for the fiscal year ending June 30, 1868.....	2, 721 26
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O'GALLALLA BAND.

For this amount to supply a deficiency in the appropriation for the second of twenty instalments, to be paid in such articles as the Secretary of the Interior may direct, for the fiscal year ending June 30, 1868.....	\$5, 110 96
	<hr/>
	30, 177 91
For this amount to supply a deficiency in the appropriation for expenses of transporting and delivering articles furnished for the nine bands of Sioux aforesaid, for the fiscal year ending June 30, 1868.....	11, 625 58

ARICKAREES, GROS VENTRES AND MANDANS.

For this amount to supply a deficiency in the appropriation for first of payments to be made during the pleasure of Congress, to be expended in such goods, provisions, and other articles as the President may from time to time determine, &c., for the fiscal year ending June 30, 1868.....	20, 114 70
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CROWS.

For this amount to supply a deficiency in the appropriation for the first of payments to be made during the pleasure of Congress, to be expended for such useful goods, provisions, and other articles as the President, from time to time, may determine, &c., for the fiscal year ending June 30, 1868.....	21, 822 64
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YANCTON TRIBE OF SIOUX.

For this amount to supply a deficiency in the appropriation for the ninth of ten instalments, to be paid to them, or expended for their benefit, commencing with the year in which they shall remove to, and settle and reside upon their reservation, for the fiscal year ending June 30, 1868.....	17, 929 99
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PONCAS.

For this amount to pay for subsistence furnished to the Ponca Indians, by direction of the Indian peace commission, under a contract made with J. W. Bosler.....	11, 900 26
	<hr/>
	113, 571 08
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YANCTON AGENCY, DAKOTA TERRITORY,

August 20, 1867.

SIR: I write to apprise you that my worst fears in regard to the ravages of the grasshoppers have been realized. They commenced to appear here about three days ago, since which time they have increased in volume until to-day they completely cover the whole face of the earth through this section, eating up and destroying every green thing as they go. Our corn, which, three days ago, was a sight to gladden the heart of any man, so luxuriant and rich it was, promising plenty and to spare for my poor Indians for all the coming winter, is now a total loss. My Indians are sad and entirely disheartened. We had just

struggled through with our scanty supply of provisions until our corn was large enough to eat, and as the happy moment had arrived this dreadful scourge has overtaken us, and our only provisions are snatched from our mouths. We must have help immediately, or God only knows what will become of us. I beg of you to make known our deplorable condition to the Indian department with all haste, so that if relief is possible we may have it at once. I would respectfully suggest that it will require one thousand sacks of flour, estimated to cost, delivered here, \$7 per sack, \$7,000, and fifty head of beef cattle, estimated to cost here \$75 per head, \$3,750, or their equivalent in pork or bacon, to maintain these Indians until they go out on their fall hunt, and after that it will require not less than \$5,000 to provide for the old and infirm, who cannot go on to the plains during the winter.

I have the honor to be, very respectfully, your obedient servant,

P. H. CONGER,

United States Yancton Agent.

Hon. A. J. FAULK,

Governor and ex officio Superintendent of Indian Affairs.

P. S.—After writing this letter I learned that the Commissioner of Indian Affairs was on his way up the Missouri, and would be here. I therefore did not send the letter at the date it was written. But the steamboat with the Indian commission on board has passed up, and Colonel Taylor did not come; consequently I mail this letter to-day, August 26, 1867.

EXECUTIVE OFFICE,

Yancton, D. T., August 28, 1867.

SIR: I have the honor to transmit herewith a letter from Major P. H. Conger, United States Yancton Indian agent, dated 20th instant, in which he announces that the ravages of the grasshoppers have been realized at that agency, and most respectfully suggests the amount of flour and cattle that it will require to maintain his Indians until they go out on their fall hunt.

Governor Faulk is now absent with the peace commissioners, and I most respectfully recommend the matter to your favorable consideration.

I have the honor to be your obedient servant,

J. L. KELLY,

Clerk office Governor and ex officio Sup't Indian Affairs.

Hon. CHARLES E. MIX,

Acting Commissioner of Indian Affairs.

[Telegram.]

OMAHA, NEBRASKA,

September 13, 1867.

Hon. O. H. BROWNING,

Secretary of the Interior :

At a meeting of Indian peace commissioners this day, it was recommended that the Commissioner of Indian Affairs be authorized to expend, for the immediate relief of Sioux at Yancton agency, nine bands of Sioux at Forts Thompson, Sully, and Rice, and Arickarees, Gros Ventres, and Mandans at Berthold, unexpended appropriations applicable.

Please instruct me by telegraph here, stating amounts that can be used for these tribes respectively. This advice is the result of personal knowledge of

the prospective destitution of these tribes, and from reliable information received by the commission at the points visited.

We leave for North Platte to-morrow, fourteenth, at six p. m., and desire to act on the information before our departure.

N. G. TAYLOR,

Commissioner of Indian Affairs and Pres't Indian Peace Commission.

EXECUTIVE OFFICE,

Yancton, D. T., September 9, 1867.

SIR: I have the honor herewith to transmit a letter from Major J. A. Potter, United States Ponca Indian agent.

Governor Faulk is absent with the peace commissioners, and as I am fully satisfied of the damage done to the Ponca corn crop, I respectfully recommend the enclosed letter of Agent Potter to the favorable consideration of the honorable Commissioner. Without the aid of the government they cannot get through the coming winter.

I have the honor to be your obedient servant,

J. L. KELLY,

Clerk office Governor and ex officio Superintendent of Indian Affairs.

Hon. CHARLES E. MIX,

Acting Commissioner of Indian Affairs.

PONCA AGENCY, DAKOTA TERRITORY,

August 26, 1867.

SIR: It becomes my duty to inform you that the crops at this agency, comprising over five hundred acres of corn, pumpkins, and beans, all of which a short time ago bid fair to yield sufficient to amply supply this tribe with food for the greater part of the year, have been entirely destroyed by grasshoppers; this leaves the tribe without any visible means of support, except their small annuity of a fraction over five dollars per head, and what small game they can kill. They cannot go upon the prairie like most other Indians and supply themselves with buffalo meat and robes, as the country where they would have to go for that purpose is overrun with the Sioux, who are hostile to them. They cannot at best support themselves with their annuity and by the hunt more than eight months in the year. The remainder of the year they will either have to starve or receive aid from the government; this, it seems to me, is the best possible light in which I can view their situation. This tribe, at the last census, numbered 980 persons; to feed them for four months would require 120 rations for each person, which, at ten cents for each ration, would amount to \$11,760. Should the department decide to aid this tribe, I presume the first question would be, how to procure the greatest amount of food for the least amount of money. I will suggest a plan which it seems to me will produce that result. My plan is this: to purchase corn or wheat at the nearest point to this agency, where it can be obtained; then to purchase, say, fifteen yoke of work-cattle; these, with what cattle the Poncas now have, would make teams capable to haul 400 bushels of corn or wheat at a trip; in this way all of the grain required could be delivered by the Indians under the superintendency of their farmer, or some other competent person, and all of the freight saved within the tribe. The cattle, when purchased, would be worth as much when through with the hauling as when they were bought, if properly cared for, and will be needed for carrying

on the work through the winter and spring. I hope that this or some better plan will be adopted to prevent this tribe from suffering during the coming winter.

I have the honor to be your humble servant,

J. A. POTTER,
United States Indian Agent.

Hon. A. J. FAULK,
*Governor and ex officio Superintendent Indian Affairs,
Yancton, Dakota Territory.*

EXECUTIVE OFFICE,
Dakota Territory, September 10, 1867.

SIR: I have the honor to transmit herewith the report of special agent General Charles T. Campbell, relative to the Upper Missouri Sioux agency, dated September 9, 1867, together with his estimate of supplies.

My own estimate for the agencies in this superintendency will be matured and forwarded to you, agreeably to your recent telegram, as soon as I can hear from the regular agents. In the mean time the opinion of Agent Campbell is worthy of respectful consideration.

I have the honor to be your obedient servant,

A. J. FAULK,
Governor and ex officio Superintendent Indian Affairs.

MISSOURI RIVER, NEAR SIOUX CITY,
September 9, 1867.

SIR: Considering the present situation of the friendly Indians belonging to the nine bands of Sioux, I deem it necessary, and, in conformity with my duty and instructions from your department, I must again urge upon you the necessity of immediate supplies for the temporary subsistence of these friendly Indians, located at Crow creek and in the neighborhood of Fort Sully. I stated in my last report that owing to the want of farming utensils and cattle to use them in proper season, there would be little done toward promoting their only object and the means of their subsistence during the summer and the coming winter, namely, planting corn. Owing to this truth being evident and the devastation of the grasshopper, they will in twenty days from this time consume the product of their entire labor. My suggestions to the department, contained in my two following reports of February and June, also in a special report made at Washington, have not been entertained. The consequences are that where corn was planted and where it should have been planted by these Indians is now grown up with weeds, for the simple reason that they had not the tools or the ground ready, and where it was ready, and they had planted to sustain life, they were obliged to drop the hoe and go to the hunt.

Major Hanson, the local agent, has gone to Fort Rice to distribute the annuities to the respective bands that come there to receive them. He cannot return to Crow creek in less than thirty days. I advised him before he left Fort Sully to make a proper estimate for subsistence for these Indians, and make a statement of their present wants and situation and hand it to the superintendent of Indian affairs of Dakota Territory.

The superintendent informs me that he has not done so; hence it becomes my duty to forward the following estimate through the superintendent of Indian affairs of Dakota Territory for your consideration.

I am, sir, most respectfully yours,

C. T. CAMPBELL,
United States Special Agent.

Hon. N. G. TAYLOR,
Commissioner of Indian Affairs.

REVISED ESTIMATES—NAVY DEPARTMENT.

LETTER

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING

Revised estimates of appropriations for that department for the ensuing fiscal year.

JANUARY 22, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

NAVY DEPARTMENT, *January 22, 1868.*

SIR: I have the honor to transmit herewith revised estimates of this department for the ensuing fiscal year, and for convenience of arrangement have thrown them into the usual form of the naval appropriation bill, giving columns showing the original, as well as the revised, estimates.

In the revision the contemplated reduction of the naval and marine forces, in accordance with bills now before Congress, and the expression of the House of Representatives that "it is unnecessary to proceed further at present in building or equipping ships of war," has been considered, and only such portion of the estimates for repairs and improvements in the several navy yards retained as are deemed essential to proper care of the property of the government and immediately necessary for the judicious and economical administration of the yards.

The importance of placing the navy yards in a condition to meet any emergency that may hereafter arise, has, upon several occasions, been brought to the attention of Congress, and it is not necessary here to repeat the suggestions made in my annual reports and in other communications. If we omit to profit by our experience, so clearly indicated during the recent war, we shall fail in our duty to the country.

The estimates submitted last year for the navy yards, and which have this year been repeated—Congress declining at its last session to make the appropriations asked—indicate, in part, what is required to place the navy yards in an efficient condition, and at no distant day the improvements called for should be made.

The estimates for the navy are submitted to the department by the chiefs of the several bureaus, each for his own branch of service, and for the navy yards they are an aggregation of estimates made by the officers, civil and naval, of the several yards, and to some extent they unquestionably represent a local

feeling—a desire upon the part of the officers and the community to have the yard with which they are connected, or the one located in their immediate vicinity, put in condition for the most efficient service.

The estimates are made several months prior to the meeting of Congress; and in order that all the wants of the service may be understood, it has been usual to submit the aggregate of the estimate furnished by the bureau officers, leaving to Congress, in consultation with the department, such scrutiny and revision as may be necessary and a determination of the amount to be finally appropriated.

In view of the obvious disposition to curtail expenditures and to postpone to a future day the improvement of our navy yards, as well as to reduce the number of men in the navy and marine corps, I have thought proper to revise the bureau estimates, and to indicate the appropriations considered essential, and without which the service may be seriously crippled.

The estimates submitted with my annual report amount to forty-seven million three hundred and seventeen thousand one hundred and eighty-three dollars and ninety-five cents (\$47,317,183 95;) the revised estimates, herewith transmitted, to twenty-four million nine hundred and twenty-four thousand four hundred and seventy-eight dollars and three cents (\$24,924,478 03;) a reduction of twenty-two million three hundred and ninety-two thousand seven hundred and five dollars and ninety-two cents (\$22,392,705 92.)

Very respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

AN ACT making appropriations for the naval service for the year ending June 30, 1869.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, for the year ending the thirtieth of June, eighteen hundred and sixty-nine:

Appropriations.	Amended estimate.	Original estimate.
For pay of commission, warrant, and petty officers, and seamen, nine million one hundred and sixty thousand five hundred and sixty dollars	\$9,160,560 00	\$10,660,560 00
BUREAU OF YARDS AND DOCKS.		
For contingent expenses for purposes embraced in estimates, one million two hundred and thirty-two thousand five hundred dollars	1,232,500 00	1,232,500 00
For pay of superintendents, and the civil establishments, one hundred and thirty-eight thousand eight hundred and seventy-four dollars and twenty-five cents.	138,874 25	138,874 25
<i>Navy yard at Portsmouth, New Hampshire.</i>		
For timber shed, joiner's shop, and storehouse, forty-five thousand and seventy-eight dollars	45,078 00	
For quay wall, fifty thousand dollars	50,000 00	

Appropriations.	Amended estimate.	Original estimate.
For grading, gutters and drains, thirty thousand dollars.	\$30,000 00	
For repairs of all kinds, sixty-nine thousand seven hundred and fifty dollars.....	69,750 00	\$717,828 00
<i>Navy yard at Boston, Massachusetts.</i>		
For coal shed, 125 by 70 feet, fifteen thousand dollars..	15,000 00	
For paint shop, 200 by 70 feet, 2½ stories high, fifty thousand dollars.....	50,000 00	
For two pile wharves, fifty thousand dollars.....	50,000 00	
For repairs of buildings for Bureau of Construction, twenty thousand dollars.....	20,000 00	
For erecting shop for Bureau of Steam Engineering, twenty-eight thousand dollars.....	28,000 00	
For general store for Bureau of Steam Engineering, fifty-five thousand dollars.....	55,000 00	
For paving for Bureau of Steam Engineering, six thousand eight hundred and fifty dollars.....	6,850 00	
For tracks and water pipes, eleven thousand five hundred dollars.....	11,500 00	
For large crane, eight thousand five hundred dollars...	8,500 00	
For repairs of buildings for Bureau of Steam Engineering, fifty thousand dollars.....	50,000 00	
For improvement in tarring house, two thousand three hundred and fifty dollars.....	2,350 00	
For rigging loft, 250 by 75 feet, three stories, two hundred and forty thousand four hundred and sixty-five dollars.....	240,465 00	
For grading and paving for Bureau of Ordnance, six thousand nine hundred and eighty-two dollars.....	6,982 00	
For fire-proof doors and shutters to ordnance building, fourteen thousand nine hundred and seventy dollars...	14,970 00	
For Tuft's safety elevator and boiler, four thousand dollars.....	4,000 00	
For building for storage of oils, fifteen thousand three hundred and forty-three dollars.....	15,343 00	
For entrance gateway, twenty-three thousand three hundred and fifty-three dollars.....	23,353 00	
For dredging channels, thirty thousand dollars.....	30,000 00	
For engineers' shop and storehouse, sixty-two thousand three hundred and forty-eight dollars.....	62,348 00	
For drains, paving, and flagging for Bureau of Yards and Docks, twenty-six thousand dollars.....	26,000 00	
For repairs of dry-dock, six thousand dollars.....	6,000 00	
For repairs of all kinds, one hundred and forty-four thousand dollars.....	144,000 00	2,382,135 00
<i>Navy yard at New York.</i>		
For continuing work on machine shop, one hundred thousand dollars.....	100,000 00	
For paint shop, seventy thousand dollars.....	70,000 00	
For coal depot, forty thousand dollars.....	40,000 00	
For quay wall toward Vanderbilt avenue, one hundred thousand dollars.....	100,000 00	
For dredging channels and filling low places, fifty thousand dollars.....	50,000 00	
For drains, paving, and flagging for Bureau of Yards and Docks, thirty thousand dollars.....	30,000 00	
For yard railways, forty-eight thousand seven hundred and seventy-eight dollars.....	48,778 00	
For water pipes and hydrants, nineteen thousand four hundred and sixty-two dollars.....	19,462 00	

Appropriations.	Amended estimate.	Original estimate.
For quay wall at new derrick, one hundred thousand dollars.....	\$100,000 00	
For repairs of all kinds, three hundred and four thousand two hundred and fifty dollars	304,250 00	\$3,913,714 00
<i>Navy yard at Philadelphia.</i>		
For lightning rods to yard buildings, six hundred and forty-three dollars.....	643 00	
For repairs of all kinds, eighty-eight thousand two hundred and forty dollars.....	88,240 00	88,883 00
<i>Navy yard at Washington, D. C.</i>		
For building for manufacture of wire rope, forty thousand dollars.....	40,000 00	
For removing experimental battery, fourteen thousand nine hundred dollars	14,900 00	
For rail tracks, seven thousand one hundred and fifty dollars.....	7,150 00	
For flagging and drainage, fourteen thousand five hundred dollars	14,500 00	
For repairs of all kinds, one hundred and thirty-three thousand eight hundred and fifty dollars.....	133,850 00	466,415 00
<i>Navy yard at Norfolk, Virginia.</i>		
For stables, thirty-four thousand eight hundred and sixty-three dollars.....	34,863 00	
For rail tracks, eleven thousand nine hundred and eighty-eight dollars.....	11,988 00	
For repairs of all kinds, one hundred and forty-five thousand nine hundred dollars	145,900 00	646,145 00
<i>Navy yard at Pensacola, Florida.</i>		
For commandant's and other offices, thirteen thousand six hundred and seventy-eight dollars.....	13,678 00	
For blacksmiths' shops, six thousand eight hundred and seventy-six dollars	6,876 00	
For rail tracks, two thousand four hundred and fifty-six dollars.....	2,456 00	
For grading avenues and laying sidewalks, seven thousand five hundred and ninety-two dollars.....	7,592 00	
For care and improvement of Live Oak plantation, twenty-five thousand dollars.....	25,000 00	
For large iron crane, thirty-two thousand five hundred dollars.....	32,500 00	
For repairs of all kinds, one hundred and fifty-seven thousand eight hundred and twenty-nine dollars.....	157,829 00	1,256,885 00
<i>Navy yard at Mare island, California.</i>		
For continuation of quay walls, seventy-five thousand dollars.....	75,000 00	
For grading and paving, fifty thousand dollars.....	50,000 00	
For repairs of all kinds, one hundred and twenty thousand dollars.....	120,000 00	530,433 00
<i>Naval station at Sackett's Harbor, New York.</i>		
For repairs and general care of public property, four thousand dollars.....	4,000 00	4,000 00

Appropriations.	Amended estimate.	Original estimate.
<i>Naval station at Mound City, Illinois.</i>		
For general repairs of levee and yard buildings, fifty-five thousand dollars.....	\$55,000 00	\$55,000 00
<i>Naval station at Key West, Florida.</i>		
For coal shed for Bureau of Equipment and Recruiting, ten thousand dollars.....	10,000 00	
For general repairs of wharves and buildings, six thousand dollars.....	6,000 00	16,000 00
<i>Naval Asylum at Philadelphia, Pennsylvania.</i>		
For support of beneficiaries, fifty-four thousand dollars.	54,000 00	
For contingent expenses, nine thousand six hundred dollars.....	9,600 00	63,600 00
BUREAU OF EQUIPMENT AND RECRUITING.		
For the purchase of hemp and coal, and transportation expenses, six hundred thousand dollars.....	600,000 00	1,300,000 00
For equipment of vessels, one million dollars.....	1,000,000 00	1,700,000 00
For recruiting, transportation of enlisted men, and other contingent expenses, four hundred thousand dollars..	400,000 00	500,000 00
For pay of superintendents, and the civil establishments at the several navy yards under this bureau, thirty-six thousand dollars.....	36,000 00	36,000 00
BUREAU OF NAVIGATION.		
For navigation apparatus and supplies, and for purposes incidental to navigation, three hundred and twelve thousand eight hundred and fifty dollars.....	312,850 00	312,850 00
For expenses of Naval Academy, viz: For pay of civil officers, professors, watchmen, and others, contingent expenses, improvement and repairs, two hundred and ninety-one thousand five hundred and seventy-nine dollars and forty cents.....	291,579 40	291,579 40
For expenses of Naval Observatory, viz: For pay of assistant astronomers, three aids and clerk, for wages of instrument maker, two watchmen, porter and messenger, for keeping grounds in order, and repairs to buildings and enclosures, for purchase of instruments, and erection of tower, for fuel, light, office furniture, and stationary, and for freight, transportation, postage, and incidental expenses, twenty-five thousand three hundred and seventy dollars.....	25,370 00	25,370 00
For preparing for publication the American Nautical Almanac, twenty-one thousand two hundred dollars..	21,200 00	21,200 00
For payment of expenses of visitors to the Naval Academy, two thousand dollars.....	2,000 00	
BUREAU OF ORDNANCE.		
For ordnance and ordnance stores, two hundred and fifty thousand dollars.....	250,000 00	2,077,327 00
For pay of superintendents, and the civil establishment at the several navy yards under the bureau, twenty-seven thousand eight hundred dollars.....	27,800 00	27,800 00
For improving grounds and repairs of magazine at Chelsea, Massachusetts, three thousand five hundred dollars.....	3,500 00	3,500 00

Appropriations.	Amended estimate.	Original estimate.
For repair of dwelling and improvement of grounds at Nitre depot, Malden, Massachusetts, two thousand dollars.....	\$2,000 00	\$2,000 00
For necessary repairs to buildings on ordnance dock, New York, and at Ellis island, dredging channel, stationery steam fire engine, with hose, boiler, and boiler house, and piping for drying shells and heating buildings on Ellis island, also repairs to tug and lighters, twenty thousand dollars.....	20,000 00	20,000 00
For repairs of ordnance dock, New York, ten thousand dollars.....	10,000 00	10,000 00
For repair of magazine and care of grounds at Fort Mifflin, Philadelphia, five thousand dollars.....	5,000 00	5,000 00
For fences, repairing crane and wharf at St. Helena, Norfolk, seven thousand three hundred and eleven dollars.....	7,311 00	7,311 00
For repairs of magazine and care of grounds at Mare island, California, twenty thousand dollars.....	20,000 00	20,000 00
Items wholly omitted.....		197,152 75
BUREAU OF CONSTRUCTION AND REPAIR.		
For the completion of ships on the stocks, the preservation of iron and wooden vessels, and ships in ordinary, vessels for the Naval Academy, purchase of materials and stores of all kinds, labor in navy yards, tools, transportation of materials, repair of vessels, and maintenance of the navy afloat, four millions six hundred and ninety thousand dollars.....	4,690,000 00	8,690,000 00
For pay of superintendents and the civil establishment at the several navy yards under this bureau, seventy-seven thousand one hundred and twenty dollars.....	77,120 00	77,120 00
BUREAU OF STEAM ENGINEERING.		
For repairs of steam machinery, for stores, for materials, tools, &c., five hundred thousand dollars.....	500,000 00	{ 1,500,000 00 2,750,000 00
For transportation of materials, &c., one hundred and fifty thousand dollars.....	150,000 00	
For pay of superintendents and the civil establishment at the several navy yards under this bureau, forty-eight thousand eight hundred dollars.....	48,800 00	48,800 00
BUREAU OF PROVISIONS AND CLOTHING.		
For provisions and expenses connected therewith, for commutation of rations, and water for ships, one million seven hundred thousand dollars.....	1,700,000 00	3,200,000 00
For contingent expenses, two hundred thousand dollars.....	200,000 00	200,000 00
For pay of the civil establishment at the several navy yards, and at the Naval Asylum, fifty-one thousand six hundred and three dollars and fifty cents.....	51,603 50	51,603 50
BUREAU OF MEDICINE AND SURGERY.		
For repairs and improvements of hospitals, sixty-one thousand dollars.....	61,000 00	61,000 00
For the Naval Laboratory, eighty thousand dollars.....	80,000 00	80,000 00
For pay of employés of hospitals and dispensaries of navy yards, seventy-two thousand three hundred and sixty-five dollars.....	72,365 00	*72,365 00

* Eroneously given as \$63,575 in printed summary.

Appropriations.	Amended estimate.	Original estimate.
MARINE CORPS.		
For pay of officers, non-commissioned officers, musicians, privates, clerks, messengers, steward and nurses, and servants, for rations and clothing for officers' servants, additional rations to officers for five years' service, for undrawn clothing, one hundred and seventy thousand dollars.....	\$170,000 00	\$1,007,477 17
For provisions, one hundred and sixty-nine thousand seven hundred and twenty-five dollars.....	169,725 00	169,725 00
For clothing, one hundred and two thousand one hundred and sixty-nine dollars and eighty-eight cents...	102,169 88	202,169 88
For fuel, ten thousand one hundred and fifty-six dollars.	10,156 00	10,156 00
For military stores, viz: pay of mechanics, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments, sixteen thousand dollars.....	16,000 00	16,000 00
For transportation of officers, their servants, troops, and expenses of recruiting, twenty-five thousand dollars.	25,000 00	25,000 00
For repair of barracks, and rent of offices where there are no public buildings, fifteen thousand dollars.....	15,000 00	15,000 00
For contingent expenses for objects estimated for, one hundred thousand dollars.....	100,000 00	100,000 00
For rebuilding one-half of the marine barracks, Washington, sixty-nine thousand four hundred and fifty dollars.....	69,450 00	69,450 00
	<u>24,924,478 03</u>	<u>47,225,973 95</u>
Add contingent of the navy, omitted.....		100,000 00
		<u>47,325,973 95</u>
Deduct error in footing for civil estimate, Bureau Medicine and Surgery		8,790 00
Amount of estimates as per Secretary's report.....		<u>47,317,183 95</u>
Original estimate.....		\$47,317,183 95
Amended estimate.....		<u>24,924,478 03</u>
Net reduction.....		<u>22,392,705 92</u>

REVENUE CUTTER SERVICE

LETTER

FROM

THE SECRETARY OF THE TREASURY,

IN ANSWER TO

A resolution of the House of November 30, relative to the revenue cutter service.

JANUARY 24, 1868.—Referred to the Committee on Commerce and ordered to be printed.

TREASURY DEPARTMENT, *January 23, 1868.*

SIR: In compliance with the resolution of the House of Representatives of 30th November last, I have the honor to transmit herewith a list showing the whole number of vessels, of all descriptions, their names, tonnage, &c., in the revenue service of the United States, where employed, and a statement showing the entire cost of maintaining said vessels for the year ending September 30, 1867; also, a statement showing the number and names of the revenue cutters sold within the last two years, and for what amounts, together with a statement showing the number, names, and pay of all the officers employed in the revenue marine service.

Touching the last clause of the resolution, relative to the propriety of dispensing with any vessels now belonging to the service, I would say that at the time of the passage of the act of 20th April, 1866, there were in the service a number of large and small vessels, (steam and sailing,) some found to be unsuited to its wants, others old and worn out, and no longer fit for any duty; these have been sold and replaced by others better adapted for service and less expensive.

It is proper, however, that I should remark, in reference to the six steamers employed on the great lakes, that, although not of the character best suited to the wants of the revenue there, their services are by no means unimportant or valueless; and, as they were placed there by Congress, in view, perhaps, of weighty considerations aside from the ordinary purposes of the revenue, I do not feel at liberty to recommend the sale of them unless they can be disposed of without great sacrifice. I would here suggest that if Congress shall be of opinion that these vessels are unsuited for revenue purposes, and shall deem it advisable to dispose of them, that in the bill authorizing their sale the minimum amount for which each shall be sold be inserted.

In addition to the vessels now in service, there are required for use steamers to meet peculiar wants of two collection districts on the Atlantic coast and two on the Pacific, viz: Charleston, Mobile, Columbia river, Oregon, and Alaska, in the new possessions recently acquired from Russia. The first two ports require strong, well-built, and capable side-wheel steamers, of light draught, the shoal-

ness of the waters preventing the efficient employment of the ordinary vessels, while the new northwestern territory requires vessels properly constructed, in view of its peculiarities of coast and climate.

The department has put in service at the ports of New York and Boston small steam-tugs, commanded by a revenue cutter officer, in lieu of the open boarding boats heretofore employed at those ports, which, while rendering more efficient protection to the revenue, are attended with less expense than the open boats referred to, and at the same time enabling the department to reduce somewhat the number of other vessels employed in the service. These tugs have made, and are making daily, many seizures, and, in addition to the duty of preventing smuggling, act as a police over the shipping in the harbor. It is the desire of the department, as soon as practicable, to introduce these tugs in lieu of boarding boats at other leading ports.

With this system of small tugs confined to the harbors, with proper vessels for duty on the coast for the purpose of boarding incoming vessels, examining manifests, and rendering aid to distressed vessels during the winter season, as required by acts of Congress, the department has every reason to believe that not only great benefits will accrue to the revenue in the prevention of smuggling, but also much life and property be saved from shipwreck.

I am, very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

Names, stations and cruising-ground of the United States revenue cutters on the Atlantic coast.

Mosswood, steam propeller, tonnage 140 ; headquarters, Eastport, Maine ; cruising ground, west from the British provinces to Mount Desert, Maine.

Dobbin, schooner, tonnage 150 ; headquarters, Castine, Maine ; cruising ground, from Mount Desert east, to White Head, west.

Mahoning, steam-propeller, tonnage 350 ; headquarters, Portland, Maine ; cruising ground, east to White Head, Maine, and west to Gloucester, Cape Ann.

Vigilant, schooner, tonnage 220 ; headquarters, Boston ; cruising grounds, Boston bay, and from Gloucester, Cape Ann, to the Vineyard sound.

Active, schooner, tonnage 120 ; headquarters, New Bedford, Massachusetts ; cruising ground, all of Buzzard's bay, and the various harbors on the Vineyard sound.

Crawford, schooner, tonnage 150 ; headquarters, Newport, Rhode Island ; cruising ground, from Newport east to Holmes's Hole, in Vineyard sound, west to Watch Hill, and south to Block island.

Campbell, schooner, tonnage 140 ; headquarters at New London, Connecticut ; cruising ground, east to Watch Hill, west to Falkland island, south, and from Montauk, Long island, to Gardner's bay.

Toucey, schooner, tonnage 60 ; headquarters, New Haven ; cruising ground, east to Falkland island, and west to Bridgeport, also on Long island, from Gardner's bay to Eaton's Neck.

Bronx, side-wheel steamer, tonnage 120 ; headquarters, New York ; cruising ground, east through the sound as far as Bridgeport.

McCulloch, side-wheel steamer, tonnage 480 ; headquarters, New York ; cruising ground, New York bay, and east outside to Montauk, south to Great Egg harbor.

Jasmine, propeller tug, tonnage 100 ; headquarters, New York ; cruising

ground, New York harbor to Sandy Hook ; employed also in putting inspectors of customs on board of all vessels arriving from foreign ports, and rendering valuable services to the government.

Uno, propeller-tug, tonnage 100 ; headquarters, New York ; cruising ground, New York harbor to Sandy Hook ; rendering valuable services, and employed putting inspectors of customs on board of all vessels arriving from foreign ports.

Seward, side-wheel steamer, tonnage 200 ; headquarters, Philadelphia, Pennsylvania ; cruising ground, in Delaware bay and river.

Miami, screw-propeller, tonnage 220 ; headquarters, Philadelphia ; cruising ground, lower part of Delaware bay, and outside northeast to Great Egg harbor, and southwest to Chincoteague. After winter cruising is over the Miami is to be sold.

Black, schooner, tonnage 60 ; headquarters, Cherrystone, Virginia ; cruising ground, all the inlets from Cherrystone and outside of Cape Charles to Chincoteague.

Nemeha, side-wheel steamer, tonnage 260 ; headquarters, Norfolk, Virginia ; cruising ground, Chesapeake bay up to New Point, and eastern shore to Pocomoke, outside from Cape Henry north to Cape Charles, and south to Cape Hatteras.

Northerner, side-wheel steamer, tonnage 300 ; headquarters, Baltimore, Maryland ; cruising ground, all the waters of the Chesapeake and tributaries.

E. A. Stevens, steam propeller, (nearly worn out,) tonnage 150 ; headquarters, Newbern, North Carolina ; cruising ground, all the waters of the Pamlico and Albemarle sounds, and the different rivers in that part of North Carolina, which is extensive cruising grounds for this vessel.

Thompson, schooner, tonnage 60 ; headquarters, Beaufort, North Carolina ; cruising grounds, northeast to Ocracoke inlet, and southwest to New inlet.

Moccasin, steam propeller, tonnage 190 ; headquarters, Wilmington, North Carolina ; cruising ground, northeast to New inlet, and southwest to Georgetown, South Carolina.

Racer, schooner, tonnage 120 ; headquarters, Charleston, South Carolina ; cruising grounds, northeast to Georgetown, and southwest to Port Royal.

Nansemond, side-wheel steamer, tonnage 300 ; headquarters, Savannah, Georgia ; cruising ground, from Port Royal to St. Andrew's sound, both outside and through the inland channels.

Rescue, schooner, tonnage 120 ; headquarters, Fernandina, Florida ; cruising ground, north to St. Andrew's inlet, and south to Cape Canaveral.

Resolute, schooner, tonnage 120 ; headquarters, Key West, Florida ; cruising ground, from the Tortugas northeast to Cape Canaveral, and west Florida to Cedar Keys, a distance of over five hundred miles.

Petrel, schooner, tonnage 120 ; headquarters, Appalachicola, Florida ; cruising ground, from Pensacola to Cedar Keys.

Morris, schooner, tonnage 150 ; headquarters, at Mobile, Alabama ; cruising ground, from Mobile Bay and outside, from Ship Island to Pensacola.

Wilderness, side-wheel steamer ; headquarters, New Orleans, Louisiana ; cruising ground, from Ship Island to Sabine river.

Ella, steam propeller tug, tonnage 40 ; headquarters, New Orleans, Louisiana ; cruising ground, on Lakes Pontchartrain and Borgne.

Delaware, side-wheel steamer, tonnage 300 ; headquarters, Galveston, Texas ; cruising ground, from Sabine river to Indianola.

Relief, schooner, tonnage 120 ; headquarters, Indianola, Texas ; cruising ground, from Indianola to Nueces river.

Antietam, schooner, tonnage 85 ; headquarters, Brazos, Texas ; cruising ground, from the Rio Grande to the Nueces.

Hamlin, steam tug, tonnage 80 ; headquarters, Boston ; cruising ground,

Boston bay, and employed putting inspectors of customs on board of all vessels arriving from foreign ports.

Sunmyside, schooner, 20 tons ; headquarters, Waldoboro', Maine ; cruising ground, in the vicinity of Waldoboro'.

From the foregoing it will be seen that there are now thirteen steamers, sixteen sailing vessels, and four tugs employed, covering the whole coast and rivers from the British provinces to the Rio Grande. The steamer E. A. Stevens, enumerated in the above, was a gift to the government and is now of little service, being nearly worn out and not worth repairing.

NOTE.—The tonnage is given at old measurement ; new measurement would reduce the tonnage one-third.

Names, stations, and cruising grounds of the revenue cutters on the lakes.

Chase, side-wheel steamer, tonnage 480 ; headquarters, Ogdensburg, New York.

Perry, side-screw steamer, tonnage 480 ; headquarters, Erie, Pennsylvania.

Sherman, side-wheel steamer, tonnage 480 ; headquarters, Cleveland, Ohio.

Fessenden, side-wheel steamer, tonnage 480 ; headquarters, Detroit.

Johnson, side-wheel steamer, tonnage 480 ; headquarters, Milwaukee.

John A. Dix, side-wheel steamer, tonnage 480 ; headquarters, Sault Ste. Marie.

The above vessels are actively engaged during the season, cruising on the various lakes and their tributaries.

NOTE.—New measurement would reduce the above tonnage about one-third ; the tonnage given is at old measurement.

Names, stations, and cruising grounds of the revenue cutters on the coast of California, Oregon, and Washington Territory.

Lincoln, screw propeller, tonnage 480 ; headquarters, Port Townsend, Washington Territory ; cruising ground, Puget sound, and all the coast from the Columbia river to the British Possessions. The Lincoln is now employed at Sitka.

Wayanda, steam propeller, tonnage 450 ; headquarters, San Francisco ; cruising ground, Bay of San Francisco and as far north as Point Arena, and south to Point Conception.

Reliance, schooner, tonnage 220 ; headquarters, San Diego ; cruising ground, from Point Conception to the Mexican territory and the adjacent islands on the United States coast.

Joe Lane, schooner, tonnage 150 ; headquarters, Astoria ; cruising ground, in Columbia river and outside to Point Arena.

NOTE.—The above vessels are tonnaged by old measurement ; new measurement reduces their tonnage about one-third.

The number, names, and pay of all the officers in the revenue cutter service.

CAPTAINS.

- | | |
|--------------------------|--------------------------|
| 1. John A. Webster. | 19. James H. Merryman. |
| 2. William A. Howard. | 20. John W. White. |
| 3. Green Walden. | 21. Joseph Amazeen. |
| 4. Henry B. Nones. | 22. Alfred B. Davis. |
| 5. Gilbert Knapp. | 23. Alvan A. Fengar. |
| 6. Douglas Ottinger. | 24. Timothy Treadway. |
| 7. Thomas Sands. | 25. Charles M. Scammon. |
| 8. Francis Martin. | 26. John Wall Wilson. |
| 9. Stephen Cornell. | 27. Daniel D. Tompkins. |
| 10. John McGowan. | 28. James M. Selden. |
| 11. John Faunce. | 29. John G. Baker. |
| 12. John A. Webster, Jr. | 30. Theodore M. Spencer. |
| 13. John Carson. | 31. Samuel C. Colesbury. |
| 14. George R. Slicer. | 32. Samuel S. Warner. |
| 15. D. C. Constable. | 33. John A. Henriques. |
| 16. John M. Jones. | 34. Edward A. Freeman. |
| 17. James D. Usher. | 35. David Evans. |
| 18. Benjamin J. Kellam. | |

Duty pay per annum \$2,500; waiting orders or leave pay per annum \$1,800.

NOTE.—Officers while on duty are entitled to one navy ration per day, valued at thirty (30) cents.

FIRST LIEUTENANTS.

- | | |
|---------------------------|----------------------------|
| 1. John G. Bond. | 21. Edward C. Gardner. |
| 2. Hugh R. Graham. | 22. Henry P. Hamlin. |
| 3. Henry D. Hall. | 23. S. Allen O'Brien. |
| 4. Daniel B. Hodgson. | 24. Edward L. Couton. |
| 5. Morton L. Phillips. | 25. John C. Mitchell. |
| 6. Frank Barr. | 26. Cyrus W. Pease. |
| 7. Henry J. Benson. | 27. George Walden. |
| 8. David Ritchie. | 28. Augustus G. Carey. |
| 9. John E. Wilson. | 29. George W. King. |
| 10. Thomas W. Lay. | 30. C. Everett Webster. |
| 11. Robert S. Ralston. | 31. Charles T. Chase. |
| 12. J. Monroe Rossie. | 32. William B. Randolph. |
| 13. James Hill. | 33. John F. Shultz. |
| 14. Wentworth S. Simmons. | 34. Robert H. Woods. |
| 15. William C. Piggott. | 35. Josiah Pierson. |
| 16. Edward B. Furlong. | 36. Charles B. Barlowe. |
| 17. Howard L. Briggs. | 37. Frederick W. Sparrell. |
| 18. George W. Moore. | 38. Charles H. Dixon. |
| 19. Henry O. Porter. | 39. George M. Hunter. |
| 20. Joseph Irish. | |

Duty pay per annum \$1,800; waiting orders or leave pay per annum \$1,500.

NOTE.—When on duty are entitled to one navy ration of thirty cents value per day.

REVENUE CUTTER SERVICE.

SECOND LIEUTENANTS.

- | | |
|----------------------------|-------------------------|
| 1. George W. Bailey. | 17. J. Hatch Parker |
| 2. Charles A. Abbey. | 18. Henry T. Blake. |
| 3. Joseph R. Delan. | 19. Henry R. Towle. |
| 4. John W. Page. | 20. Leander M. Keene. |
| 5. Edward L. Deane. | 21. Benjamin W. Loring. |
| 6. Charles W. Smith. | 22. Louis N. Stodder. |
| 7. Beverly R. Clarke. | 23. Jefferson A. Slamm |
| 8. Michael Healey. | 24. Erie Gabrielson. |
| 9. John S. Madigan. | 25. Alfred Hornsby. |
| 10. Thomas B. Mullett. | 26. William A. Willis. |
| 11. Horace J. Gambrill. | 27. James B. Moore. |
| 12. W. F. Reynolds, Jr. | 28. William N. Cornell. |
| 13. Henry W. Harwood. | 29. William E. Chester. |
| 14. Thomas K. Travers. | 30. George B. Hansell. |
| 15. Stephen Longfellow. | 31. D. Francis Tozier. |
| 16. Benjamin F. Macintire. | |

Duty pay per annum \$1,500 ; waiting orders or leave pay per annum \$1,200.

NOTE.—When on duty are entitled to one navy ration of thirty cents value per day.

THIRD LIEUTENANTS.

- | | |
|------------------------------|---------------------------|
| 1. Joseph K. Kelso. | 23. James McVay. |
| 2. Frederick M. Munger. | 24. Deceased. |
| 3. M. Grant Woodward. | 25. Samuel A. Brooks. |
| 4. Henry L. Bennett. | 26. Thomas E. Ashmead. |
| 5. Russell Glover. | 27. Winslow B. Barnes. |
| 6. Calvin S. Hooper. | 28. Charles H. Reed. |
| 7. John Davison. | 29. William Charlton, jr. |
| 8. Augustus W. Constable. | 30. Lemuel C. Cowan. |
| 9. Leonard Shepard. | 31. James F. Otis. |
| 10. Robert Henderson. | 32. George R. Bakeman. |
| 11. John O. Johnson. | 33. Thomas S. Smythe. |
| 12. George E. Thurston. | 34. George Williams. |
| 13. James H. Rogers. | 35. Horatio D. Smith. |
| 14. Albert J. Melchert. | 36. L. E. N. Grahame. |
| 15. William C. Pease. | 37. Robert Barston. |
| 16. James H. Berry. | 38. John Walker. |
| 17. Edward Pendexter. | 39. Thompson A. Murray. |
| 18. William M. McKendry, jr. | 40. J. W. Congdon. |
| 19. Edward W. Creecy. | 41. Walter Walton. |
| 20. Henry C. Snow. | 42. W. C. Coulson. |
| 21. Theo. E. Baldwin. | 43. Richard Canfield. |
| 22. Thomas H. Ridgate. | |

Duty pay per annum \$1,200 ; waiting orders or leave pay per annum \$900.

NOTE.—When on duty are entitled to one navy ration of thirty cents value per day.

CHIEF ENGINEERS.

- | | |
|-----------------------|--------------------------|
| 1. Walter Scott. | 5. Charles G. Dale. |
| 2. Frank H. Pulsifer. | 6. M. H. Plunkett. |
| 3. John J. Roberts. | 7. D. C. Chester. |
| 4. Eugene Vallat. | 8. Alexander Auchinleck. |

- | | |
|---------------------------|--------------------------|
| 9. Marshal T. Chevers. | 16. James F. Leviness. |
| 10. Andrew L. Harrison. | 17. J. Eugene Jefferies. |
| 11. James T. Wayson. | 18. James A. Doyle. |
| 12. Charles H. Stone. | 19. T. W. H. Whitaker. |
| 13. Francis A. D. Bremon. | 20. Henry C. Henshaw. |
| 14. William C. Wheeler. | 21. Patrick Brannan. |
| 15. Thomas Fitzpatrick. | 22. Lévi Coit. |

Duty pay per annum \$1,800 ; waiting orders or leave pay per annum \$1,500.

NOTE.—When on duty are entitled to one navy ration of thirty cents value per day.

FIRST ASSISTANT ENGINEERS.

- | | |
|----------------------|---------------------------|
| 1. Sidney T. Taylor. | 13. John M. Dexter. |
| 2. Patrick Kane. | 14. Joseph White. |
| 3. Stephen Keogh. | 15. J. B. F. Hawkins. |
| 4. Horace A. Green. | 16. John R. Dally. |
| 5. Horace Hassaw. | 17. Joseph L. Reilly. |
| 6. J. Madison Case. | 18. William D. Kay. |
| 7. J. M. McDougal. | 19. David Dettmar. |
| 8. Andrew J. Dalley. | 20. Charles M. Goodwin. |
| 9. Thomas Polhamus. | 21. M. D. L. Dinsmore. |
| 10. Edward Aspald. | 22. Charles A. Satterlee. |
| 11. George Dereamer. | 23. Morton J. Warren. |
| 12. James F. Tupper. | 24. Charles H. Barr. |

Duty pay per annum \$1,500 ; waiting orders or leave pay per annum \$1,200.

NOTE.—When on duty are entitled to one navy ration of thirty cents value per day.

SECOND ASSISTANT ENGINEERS.

- | | |
|------------------------|-------------------------|
| 1. Robert Wallace. | 13. Lemuel Bernard. |
| 2. Howard P. Gray. | 14. James Ogdin. |
| 3. George M. Robinson. | 15. M. G. Marsilliot. |
| 4. Daniel F. Kelley. | 16. Alfred Hoyt. |
| 5. Edward F. Hedden. | 17. David Biers. |
| 6. A. L. Churchill. | 18. Abner Greenleaf. |
| 7. Charles A. Laws. | 19. Charles J. Price. |
| 8. John W. Collins. | 20. Wesley J. Phillips. |
| 9. Joseph Severns. | 21. J. Frank Talbot. |
| 10. John P. Cloyd. | 22. Patrick Maloney. |
| 11. James B. Lucas. | 23. Frank Neales. |
| 12. A. F. Rockefeller. | |

Duty pay per annum \$1,200 ; waiting orders or leave pay per annum \$900.

NOTE.—When on duty are entitled to one navy ration of thirty cents value per day.

Number and names of the revenue cutters sold within the last two years, and the amount received for same.

Schooner Philip Allen, tonnage 80, sold December 9, 1865, for.	\$5, 850 00
Schooner Forward, tonnage 150, sold December 21, 1865, for...	5, 350 00
Propeller steamer Ashuelot, tonnage 350, sold at New York, July 19, 1867, for.....	28, 017 00
Propeller steamer Kankakee, tonnage 350, sold at New York, July 19, 1867, for.....	28, 314 00

Propeller steamer Kewaunee, tonnage 350, sold at New York, August 12, 1867, for	\$24,849 00
Propeller steamer Pautuxet, tonnage 350, sold at Boston, Massa- chusetts, August 17, 1867, for	24,920 00
Propeller steamer Cuyahoga, tonnage 538, sold at New York, August 9, 1867, for	31,086 00
Steam-tug Tiger, about 100 tons, sold at Baltimore, July, 1865..	2,030 00
Steam-tug Reliance, sold at Baltimore, October 31, 1865, about 100 tons	} 6,179 25
Schooner Jackson, about 150 tons, sold at Baltimore, October 31, 1865,	
Total.	<u>156,595 25</u>

TREASURY DEPARTMENT, OFFICE COMMISSIONER OF CUSTOMS,

January 7, 1868.

SIR: I have the honor to transmit herewith, as requested by your letter of the 3d ultimo, a statement of the entire cost of maintaining the revenue cutter service for the year ending September 30, 1867.

Very respectfully, your obedient servant,

N. SARGENT,
Commissioner.

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

Statement showing the entire cost of main'aining the revenue cutter service for the year ending September, 1867.

Districts.	Amounts.
Bangor, Maine.....	None.
Bath, Maine.....	None.
Belfast, Maine.....	None.
Castine, Maine.....	\$16,605 31
Frenchman's Bay, Maine.....	None.
Kennebunk, Maine.....	None.
Machias, Maine.....	None.
Passamaquoddy, Maine.....	29,464 34
Portland and Falmouth, Maine.....	49,865 30
Saco, Maine.....	None.
Waldoborough, Maine.....	4,766 15
Wiscasset, Maine.....	None.
York, Maine.....	None.
Portsmouth, N. H.....	None.
Vermont.....	None.
Bristol and Warren, R. I.....	None.
Newport, R. I.....	25,854 88
Providence, R. I.....	401 98
Fairfield, Conn.....	None.
Middletown, Conn.....	None.
New Haven, Conn.....	9,957 21
New London, Conn.....	25,402 32
Stonington, Conn.....	None.
Barnstable, Mass.....	None.
Boston and Charlestown, Mass.....	62,682 09
Edgartown, Mass.....	8,993 92
Fall River, Mass.....	None.
Gloucester, Mass.....	None.
Marblehead, Mass.....	None.
Nantucket, Mass.....	None.
New Bedford, Mass.....	19,218 10
Newburyport, Mass.....	None.
Plymouth, Mass.....	None.
Salem and Beverly, Mass.....	None.
Buffalo Creek, N. Y.....	1,639 10
Cape Vincent, N. Y.....	None.
Champlain, N. Y.....	None.
Dunkirk, N. Y.....	None.
Genesee, N. Y.....	None.
New York—no return for September, 1867.....	175,336 66
Niagara, N. Y.....	None.
Oswegatchie, N. Y.....	30,767 44
Oswego, N. Y.....	None.
Sag Harbor, N. Y.....	282 35
Bridgeton, N. J.....	None.
Burlington, N. J.....	None.
Great Egg Harbor, N. J.....	None.
Little Egg Harbor, N. J.....	None.
Newark, N. J.....	None.
Perth Amboy, N. J.....	None.
Philadelphia, Penn.....	20,010 24
Erie, Penn.....	25,250 50
Delaware.....	None.
Georgetown, D. C.....	None.
Annapolis, Md.....	None.
Baltimore, Md.....	119,485 27
Eastern, Md.....	None.
Alexandria, Va.....	None.
Cherrystone, Va.....	None.
Richmond, Va.....	None.
Norfolk and Portsmouth, Va.....	6,937 10

Statement showing cost of maintaining revenue cutter service, &c.—Continued.

Districts.	Amounts.
Petersburg, Va.....	None.
Tappahannock, Va.....	None.
Yorktown, Va.....	None.
Beaufort, N. C.....	None.
Pamlico, N. C.....	8,272 49
Albemarle, N. C.....	None.
Wilmington, N. C.....	31,288 56
Beaufort, S. C.....	None.
Charleston, S. C.....	37,693 66
Georgetown, S. C.....	None.
Brunswick, Ga.....	None.
Savannah, Ga.—no returns for August and September, 1867.....	37,881 73
St. Mary's, Ga.....	No returns.
Mobile, Ala.....	22,588 18
Pearl River, Miss.....	None.
Natchez, Miss.....	None.
Vicksburg, Miss.....	None.
New Orleans, La.....	53,502 05
Appalachicola, Fla.....	None.
Fernandina, Fla.....	2,525 91
Key West, Fla.....	18,869 23
Pensacola, Fla.....	None.
St. Augustine, Fla.—no returns second and third quarters, 1867.....	272 74
St. John's, Fla.....	None.
St. Mark's, Fla.....	None.
Brazos de Santiago, Texas.....	None.
Saluria, Texas.....	None.
Texas.....	38,841 07
Paso del Norte, Texas.....	None.
Corpus Christi, Texas.....	No accounts.
Cuyahoga, Ohio.....	31,151 96
Miami, Ohio.....	None.
Sandusky, Ohio.....	None.
Detroit, Mich.....	24,396 63
Port Huron, Mich.....	None.
Michilimackinac, Mich.....	18 536 71
Michigan.....	None.
Chicago, Ill.....	None.
Milwaukee, Wis.....	31,712 06
Minnesota.....	None.
San Francisco, Cal.....	121,472 43
Oregon.....	3,894 97
Puget's Sound, W. T.....	39,434 15
Montana and Idaho.....	None.
Total amount.....	1,155,396 03

UNITED STATES STATUTES.

L E T T E R

FROM

THE SECRETARY OF THE INTERIOR,

SUBMITTING

A clause to be inserted in the appropriation bill for purchase of United States Statutes.

JANUARY 24, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., January 24, 1868.

SIR: I have the honor to request that a clause to the following effect be inserted among the appropriations for the current year:

“To enable the Secretary of the Interior to purchase of Messrs. Little, Brown & Company two thousand copies of the fourteenth volume of the United States Statutes at Large, for distribution agreeably to the acts of Congress directing the distribution of the other volumes, seven thousand dollars.”

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.



LOANS BY NATIONAL BANKS.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

IN ANSWER TO

A resolution of the House of 20th instant, relative to loans by national banks.

JANUARY 24, 1868.—Referred to the Committee on Banking and Currency, and ordered to be printed.

TREASURY DEPARTMENT, *January 23, 1868.*

SIR: I have the honor to transmit a copy of the communication from the Comptroller of the Currency in relation to the subject of inquiry contained in a resolution of the House of Representatives of January 20, instant, requiring the "Secretary of the Treasury to communicate to this house any information in his possession concerning the loan by any national banks of the United States, in violation of section 29 of the national currency act, of any portion of their capital in excess of the limit provided by said act, upon railroad or mining stocks at fictitious values; and whether he has any information in his possession that any officers of such banks are engaged in speculative operations in such stocks which involve the capital and credit of their respective institutions; and that in the event of his not being in possession of the necessary facts to furnish this information, he take immediate steps to cause the proper examinations to be made, and to adopt such measures as will compel a compliance by said banks with the provisions of the national currency act."

This department is possessed of no other information than that contained in this report of the Comptroller.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
Washington, January 23, 1868.

SIR: I have the honor to acknowledge receipt, by reference from your office, of a resolution of the House of Representatives, passed January 20, 1868, in the words following, to wit:

"Resolved, That the Secretary of the Treasury be directed to communicate to

this house any information in his possession concerning the loan by any national banks of the United States, in violation of section 29 of the national currency act, of any portion of their capital in excess of the limit provided by said act, upon railroad or mining stocks at fictitious values, and whether he has any information in his possession that any officers of such banks are engaged in speculative operations in such stocks which involve the capital and credit of their respective institutions; and that in the event of his not being in possession of the necessary facts to furnish this information, he take immediate steps to cause the proper examination to be made, and to adopt such measures as will compel a compliance by said banks with the provisions of the national currency act."

To the first inquiry contained in this resolution, I reply that I am not in possession of any information "concerning the loan by any national banks of the United States in violation of section 29 of the national currency act, of any portion of their capital in excess of the limit provided by said act, upon railroad or mining stocks at fictitious values."

On the contrary, I am in possession of reliable information, the result of recent investigations, sufficient to satisfy me that the national banks, particularly those located in the city of New York, are not in the habit of loaning their money upon fancy stocks at false or fictitious values. When a loan in excess of the limitation prescribed in section 29 is reported, its immediate reduction is required without inquiry as to the character of the securities upon which such loan is based. The law fixes the limit; I require conformity to the law; and with such conformity on the part of the bank, I regard my power as exhausted under the law.

To the second inquiry of the resolution I reply that I have no information in my possession "that any officers of such banks are engaged in speculative operations in such stocks which involve the capital and credit of their respective institutions."

I am not able to reply affirmatively that I know they are not engaged in such speculations, because I have no authority under the law to investigate the private or personal transactions of bank officers. Common prudence on the part of bank directors and stockholders would forbid the retention in office of any president, cashier, teller, book-keeper, or clerk, who was known to be engaged in speculative operations outside of the bank. The directors and stockholders have the remedy in their own hands and should apply it rigidly. As Comptroller of the Currency, I can interfere only when such speculative transactions involve the bank in a violation of the act of Congress. Bank examiners are uniformly instructed to report, and all my official powers are exercised to prevent, violations or evasions by national banks of the act under which they were organized.

Very respectfully,

H. R. HULBURD, *Comptroller.*

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

SURVEY OF ILLINOIS RIVER.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

Report on the survey of the Illinois river, by General J. H. Wilson, accompanying letter of Chief Engineer of January 25, 1868.

JANUARY 27, 1868.—Referred to the Committee on Roads and Canals and ordered to be printed.

WAR DEPARTMENT,

Washington City, January 25, 1868.

SIR: In compliance with the act of March 2, 1867, making appropriations for the repair, preservation, and completion of public works, &c., I have the honor to send herewith a report from the Chief of Engineers, dated January 25, 1868, respecting a survey of the Illinois river, made in conformity with the requirements of said act.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

HEADQUARTERS CORPS OF ENGINEERS,

Washington, D. C., January 25, 1868.

SIR: In obedience to the requirements of the act approved March 2, 1867, "making appropriations for the repair, preservation, and completion of certain public works heretofore commenced under the authority of law, and for other purposes," I transmit herewith a copy of the report, with accompanying map, of the board of engineers, consisting of Brevet Major General J. H. Wilson, lieutenant colonel thirty-fifth infantry, and Mr. William Gooding, United States civil engineer, on the survey of the Illinois river, with a view to a deep-water connection between Lake Michigan and the Mississippi river.

The views and recommendations of the board of engineers are concurred in.

Very respectfully, your obedient servant,

A. H. HUMPHREYS,
Brigadier General of Engineers, Commanding.

Hon. E. M. STANTON,
Secretary of War.

UNITED STATES ENGINEER'S OFFICE,

Davenport, Iowa, December 17, 1867.

GENERAL: Having been designated by direction of the Secretary of War, through engineer orders, dated Washington, May 8, 1867, as a board "to conduct surveys and examinations, and to prepare plans and estimates for a system of navigation by way of the Illinois river between the Mississippi and Lake Michigan, adapted to military, naval, and commercial purposes, in accordance with the act of March 2, 1867," we have the honor to submit the following report:

In carrying out the instructions of the engineer department, we have steadily kept in view the following considerations:

1. The selection of the best route for the purposes proposed.
2. The capacity which should be given to the improvement, so as to adapt it most fully to the requirements indicated in the orders of the War Department.
3. The accomplishment of the object with the least possible cost consistent with the magnitude and permanency of the improvement, and in such order as to secure the greatest advantages to the commerce and navigation of the country.

A detailed report of the results of the resurvey of the Illinois river during the latter part of 1866, under the direction of Brevet Major General J. H. Wilson, was made on the 17th of February, 1867; but as his operations were confined to that part of the river below La Salle, it was thought necessary to continue the surveys to Lake Michigan, by all the possible routes, before absolutely fixing the details of the plan of improvement. Accordingly, at as early a date as the season would permit, we organized, under the general authority heretofore cited, three surveying parties under the immediate supervision of Civil Engineer Assistant James Worrall, for the purpose of making a thorough and exhaustive examination of the entire region lying between the southern and western end of Lake Michigan and La Salle, on the Illinois river, and also for the purpose of conducting a low-water survey of the river from La Salle to its mouth. To the first of these parties, under Civil Engineer Assistant George Butler Griffin, and afterwards under Civil Engineer Assistant H. A. Ulfers, was assigned the duty of surveying the line of the canal from Chicago to La Salle, the Des Plaines, and the Illinois rivers, and all the alternate lines which had at any time been spoken of, including that of the Mud lake. To the second party, organized in July, under the charge of Civil Engineer Assistant George A. Keefer, was assigned the duty of surveying the Calumet, the Kankakee, the country lying between the Kankakee and Lake Michigan, also the Fox river, and a section of the lower Illinois. To the third party, which was organized late in August, under the control of Civil Engineer Assistants L. L. Nichols and R. E. McMath, was assigned the duty of making a careful hydrographic survey of the bed of the Illinois river from La Salle to Grafton on the Mississippi, paying particular attention to the location, cause, character, and extent of the different sand-bars and obstructions to navigation during low water; also, to gauging the river and its different tributaries, and making examinations of the various points likely to be selected as sites for locks and dams. Each of these parties finished its operations by the first of December, having been favored by fine weather and an extremely dry season. For the details of their work the department is respectfully referred to the report of Civil Engineer Assistant Worrall, herewith submitted.

During the summer we made a personal examination of the country comprehended in the survey, and have fully investigated all points of interest connected with the proposed system of navigation, and by the aid of the extensive and careful surveys made under our direction, together with the survey of last year made under the direction of General Wilson, that of Mr. I. B. Preston, made in 1857, and, fortunately for our investigations, the large mass of facts bearing upon the questions involved which had been accumulated during the last thirty years by

Mr. Gooding, chief engineer of the Illinois and Michigan canal, we doubt not that all the necessary information has been obtained upon which to base a definite plan of improvement, to make a final and economical location of the general line of works, and to estimate their cost with a degree of accuracy not hitherto attainable.

By a careful examination of the report and profiles of this year's survey, with the map herewith submitted, it will be seen that the location of the present canal, from Bridgeport to the valley of the Des Plaines, cannot be advantageously or economically changed; that it is the best, cheapest, and most direct route which can be found, there having been more than enough work already done on this line to counterbalance the natural but not superior advantages of the slightly lower but more tortuous route by the way of Mud lake; that the Calumet river and Saganaska creek route, along what is known as the Calumet feeder, would cost a great deal more than either of the others, being longer and ending at a point where there is neither a natural nor artificial harbor, and where it would be impossible to construct one which would answer the purposes of commerce and the national defence; and finally, that it is not practicable at any cost to use any part of the Kankakee river as a part of the system of navigation in question. For the foregoing reasons, after a careful consideration of all the facts upon which they rest, a full analysis of which will be given hereinafter, we are decidedly of the opinion that in constructing such a system of navigation as the interests of the country require, the government must follow the general line of the Illinois and Michigan canal, and the Illinois river. When it is considered that the summit of the Fox and Wisconsin river line is 315 feet, and that of the Lake Winnebago and Rock river is 285 feet above the level of Lake Michigan, it will be seen that the line recommended by us is the only feasible route for deep-water communication between the great lakes and the Mississippi river, equally adapted to military, naval, and commercial purposes.

PLAN OF IMPROVEMENT.

We have, therefore, to respectfully recommend that the improvement in question shall be made by widening and deepening the present canal from Bridgeport to the head of Lake Joliet, with the exception of a section of eleven and one-quarter miles, between Summit and the "Sag," where it will be cheaper to excavate an independent canal. From Lake Joliet to Marseilles the line should follow the bed of the river, the necessary depth being secured by a system of locks and dams. At Marseilles it will be necessary to construct a piece of independent canal, in order to pass the Grand Rapids of the Illinois, striking the river again at or above Ottawa, as may be found most economical. From the latter point to the mouth of the river, the necessary navigation should be secured by a system of dams and locks. It is also recommended that all the canal on this line shall have a width of not less than 160 feet, and a navigable depth of six feet, corresponding to the lowest known level of the water in Lake Michigan, and an average depth of between seven and eight feet; that the present summit shall be cut down so as to secure this depth in the canal from the inexhaustible reservoir of Lake Michigan. The locks on this improvement, in order to admit of their fullest use by naval and commercial vessels, should be 350 feet long between the gates, 75 feet wide in the chamber, and give a minimum draught of seven feet. The slack-water of the Illinois should be made so as to secure a navigable depth of seven feet at the lowest known stages of water. The whole to be constructed in a durable and substantial manner, without display or ornament, but with the single object in view of securing the greatest amount of utility at the least practicable cost.

GENERAL CONSIDERATION OF THE PROPOSED IMPROVEMENT.

No fact can be better established than that the system of navigation between the Mississippi and Lake Michigan, by the way of the Illinois river, should be adapted to the steamboats and barges employed in the navigation of the Mississippi and its principal tributaries, and not to ocean and lake vessels, (except such as are required for the defence of our lake commerce and cities.) In other words, the produce of the west on its way to eastern markets must be transferred to a different class of vessels as soon as it reaches the lakes, and hence, in determining the dimensions of the canal, it will be amply sufficient for all practicable purposes to arrange it for the navigation of the largest class of river steamboats. It will be remembered that the western steamboats are built with overhanging guards, so that a boat 75 feet wide over all will not usually exceed 45 feet in the hull. Assuming this as a maximum width of hull, with a depth of six and a half feet, the theoretical width of the water surface in which the boat could move as in an indefinite expanse would be 202 feet, and the cross section 1,898 square feet.* It is thought, however, that a width of 160 feet and a depth of seven feet will be sufficient for all commercial and naval purposes; hence the estimates herewith submitted are based upon the latter dimensions.

In making our surveys and estimates we have deemed it our duty to obtain such data as would enable us to recommend the proper route for an improvement of the capacity indicated *beyond a question*. It is true that it has long been understood that the only practicable route for such an improvement from Lake Michigan to the Illinois river would be to follow the course of the present Illinois and Michigan canal from Chicago until a point was reached where it would be expedient to improve and occupy the river rather than enlarge the canal to the requisite dimensions.

This canal from a point eight miles southwest of Chicago follows the valley of the Des Plaines, a tributary of the Illinois, until it forms a junction with the Kankakee river, some 50 miles southwest of Chicago, below which the river is known upon the map as the Illinois. The latter name would have been most appropriate for the Kankakee above that point, as it is the main river, and Des Plaines, in low water, contributes a comparatively insignificant quantity to its volume.

The Kankakee supplies water sufficient to make a good slack-water navigation; the Des Plaines of itself does not, and, although the direction of the former was such that it was not probable that a favorable connection with Lake Michigan could be made through its channel, yet it was deemed advisable to determine that fact beyond cavil. We therefore caused a survey of the river to be made from its mouth to near the east line of the State of Illinois, where it has but little current, and drains by numerous crooked channels a large extent of country called the Kankakee marshes, but embracing much valuable land, portions of which are well timbered. These surveys and examinations, as the accompanying report will show, have been highly satisfactory and furnished much useful information. The question of a connection through this channel with Lake Michigan, for an improvement of large capacity, has been definitely settled:

First. There is too great an elevation (100 feet where the line was run) between the Kankakee and the Calumet river, through which the connection could be most cheaply made, if made at all.

Second. The Kankakee river, which at the State line is 40 feet above Lake Michigan, would not afford sufficient water to supply a canal and lockage both ways for a maximum business.

*General Wilson's report

Third. The distance would be 50 miles greater than by the Illinois and Michigan canal, if the connection were made with the lake at the mouth of the Calumet, which is the best point south of Chicago.

Fourth. It is believed to be impossible to construct a good and safe harbor at the mouth of the Calumet available at all times, and no other should be adopted as the terminus of the proposed improvement.

Another route by the way of Fox river, which forms a junction with the Illinois at Ottawa, has been suggested, notwithstanding former surveys of portions of the river, and gauges showing the quantity of water at the lowest stages had rendered its feasibility improbable. We have, nevertheless, had the river surveyed for 45 miles above its mouth, mainly with a view to the local advantages which it was believed by many might be obtained by its improvement. But the proximity of the canal and railroads to this portion of the river, and the numerous dams and large amount of lockage necessary to improve it, render it entirely improbable that tolls enough could be collected to pay the cost of superintendence and repairs, to say nothing of the cost of construction.

For particulars in regard to the character of the river and expense of its improvement reference may be had to the accompanying report of Colonel Worral.

For a canal and river improvement of a capacity sufficient to pass such gunboats as required, and river steamers of 800 or 1,000 tons burden from the Mississippi to Lake Michigan, no other route, in our judgment, can be compared with that by the Illinois river and the Illinois and Michigan canal. It follows the course of what was unquestionably once the great outlet of the lakes towards the Gulf of Mexico, and through which only is it now practicable to again turn their waters in that direction. On all other routes proposed there is a considerable ascent from the lake to the summit, involving the necessity of an additional amount of lockage, and of providing a supply of water from sources much less reliable than that inexhaustible reservoir, Lake Michigan.

The Des Plaines river rises in the State of Wisconsin and runs nearly due south, parallel with the lake shore, and generally not more than eight or ten miles from it, until it reaches a point about thirteen miles in a southwest direction from the mouth of Chicago river. Here is a slight depression, a mile or more in width, extending across from the Des Plaines to the south branch of Chicago river, through which a part of the waters of the former river, in time of floods, flow into the lake. In this depression is what was once known as Portage lake, (so designated on the old maps of the country,) but now better known as Mud lake, a succession of shallow ponds on the same level, connected with each other and with the Des Plaines river, and extending about six miles towards Chicago river. This was the portage or carrying place between the waters of the lakes and the Mississippi, made memorable by the early French *voyageurs*, and so well known to fur traders. But Portage or Mud lake has ceased to exist, the shallow ponds having been drained and the impassable swamps rendered valuable land.

There can be no doubt that through this depression there was once an outlet from the lakes to the Mississippi, which was closed by the recession of the waters of the lakes. Even now, at the present stage of Lake Michigan, its surface is only between *eight* and *nine* feet below this summit. The Des Plaines river, from the depression described, changes its course and runs in nearly a southwest direction until it forms a junction with the Kankakee. The river itself, except in floods, is very shallow, being often reduced in dry seasons to a mere brook, discharging less than one thousand cubic feet of water per minute. But the valley averages a mile wide, and is terminated on both sides by well-marked terraces, which become higher and higher as they approach the Illinois. Evidence at every step presents that the water, when this was the great outlet of the lakes, extended from bluff to bluff.

The Illinois and Michigan canal, from the commencement of the thorough cut at a point on the South Branch, five and a half miles above the mouth of Chicago river, is constructed for the distance of eight miles on a tangent line to Summit, where it reaches the valley of the Des Plaines, down which it flows to the mouth of this stream, and thence down the valley of the Illinois (which, in this part of its course, averages about one and a half miles wide) to La Salle, its western terminus.

We are fully satisfied, from a thorough examination and survey of the canal and the country contiguous, that for most of the distance from Chicago river to the vicinity of Joliet it will be expedient to follow the present line of canal enlarging and deepening it (when deepening is required) to the requisite capacity. By far the most expensive part of the whole contemplated improvement will be between Chicago and Lockport, where the first lock was located in the plan of the canal adopted by the canal commissioners of the State of Illinois in 1836. A part of the work was executed upon this "deep cut plan," which was to cut down the summit level, and draw the supply of water directly from Lake Michigan.

The canal upon that plan would have been throughout not less than sixty feet wide at surface, thirty-six feet on the bottom in earth and forty-eight feet in rock excavation, and six feet deep at the lowest stage of Lake Michigan, (the extreme periodical fluctuations of which are about *four* feet.) The capacity of the canal was not diminished by the change of plan in 1845 from the deep to the shallow cut. The only change was upon the Summit division, where the level was raised from eight to ten feet above the bottom of the proposed deep cut, and water supplied from the Des Plaines river, the Calumet feeder, and by the pumping works at Bridgeport. The length of the canal from its commencement at Chicago to its western terminus at La Salle is precisely the same as upon the original plan, ninety-six and one-half miles.

The excavations which have been made in constructing the present canal on the raised level, and those which were formerly made whilst the work was in progress on the "deep-cut" plan, have determined with considerable certainty the character of the most of the material to be excavated. The first eight miles, except two or three feet upon the surface, consists almost entirely of indurated clay, exceedingly hard, but which is now being successfully excavated by steam dredges. A few veins of quick-sand of no great thickness or extent have been found on this part of the line, and it is not believed that they will cause any serious embarrassment in the construction of the enlarged canal. The excavation of this part of the canal from the original surface will vary from thirteen to nineteen feet.

At eight miles from Chicago the canal enters the valley of the Des Plaines river, and the character of the excavation becomes much more difficult. For the next $11\frac{1}{4}$ miles a large part of the material to be excavated consists of cemented clay and gravel, or hard clay, in which a large quantity of boulders are embedded. Much of this work, and probably the most of it, can be excavated with powerful steam dredges, but the operation will necessarily be slow and expensive. There are in places considerable quantities of rock, (stratified limestone,) that will vary in depth, above bottom, from two or three to eight or ten feet. This, however, will be a comparatively small part of the whole excavation. The depth from the original surface will generally vary from seventeen to nineteen feet. We are of the opinion that it will be found expedient in constructing a canal of so large capacity as in the one proposed, in a material of such exceedingly difficult character, to make it entirely outside of the present line, so that the whole work may be prosecuted in the most advantageous manner at all seasons of the year, without interfering with the navigation of the canal. Should the line be changed as we suggest, it should be located parallel with the present canal, and for the most of the distance so near to it

as to leave only room for the deposit of the material excavated. The facilities for construction would be much greater on the new than the present line, and although the quantity of excavation would be considerably increased, the aggregate cost probably would not. On the present line, the construction of the walls to protect the banks, and the excavation of stratified rock and such other material as cannot be excavated by steam dredges, must be prosecuted wholly during the suspension of canal navigation; but on the new line the work could progress steadily to completion.

At the distance of about $18\frac{1}{2}$ miles from the commencement of the canal at Chicago river, a bed of stratified limestone extending entirely across the valley (though not rising above the general surface) presents itself, and continues to the running out of the lake level near Lockport. This rock, where it has not been disturbed by the excavation of the present canal, is covered with a slight alluvial deposit, generally one or two feet in depth, but in some places even less. From the commencement of this rock excavation, a mile below the mouth of the Calumet feeder to Summit lock No. 2, below which the canal was completed on the "deep-cut" plan, the levels on the natural surface of the rock range from eleven to eighteen feet. This distance is seven and one-eighth miles, and only 235,000 cubic yards of rock remain to be excavated to complete the canal on the original plan, nearly 1,000,000 yards having been already excavated.

Our estimates for the Summit division (from Chicago to the running out of the lake level at Lockport) are intended to make the bottom of our proposed enlarged canal conform to that of the present canal, when it is excavated to the depth required upon the original "deep-cut" plan. That plan was intended to give a depth of six feet at the commencement of the thorough cut below the *very lowest stage* of Lake Michigan, and this stage has occurred but once in the last thirty-one years, and then only for a very brief period. At an average low stage of the lake there would be a depth of not less than seven feet, and, at present, a medium stage, eight feet. The highest stage which has occurred in the last thirty-one years would have given a depth of ten feet. It was intended to give a declivity in the bottom of the canal, upon the original plan, of ten hundredths of a foot per mile, or 2.9 feet for the whole summit division. Our levels show some five inches less, but we deem the declivity quite sufficient, and in our estimates have included the cost of making the lock and the embankments at the lower end of the summit level high enough to diminish the current, if necessary, by diminishing the declivity at surface, and increasing the depth, of course, on the lower portion of the level.

From Chicago to Lockport, where the first lock below the lake level is located, we have already stated that, for the most of the distance, the larger canal proposed should embrace the present canal. Where the line is changed it will be mainly with a view to increased facilities in construction, and not because any particular advantage can be obtained in the nature of the ground. The difficulties of construction would originally have been substantially the same on each.

For half the distance between Lockport and Joliet no advantages can be gained by any deviation from the present line, but some expense may be saved by a different adjustment of lockage on the enlarged canal. Below this point three different lines were surveyed to the head of Lake Joliet, an expansion of the Des Plaines river, two miles below the city of Joliet.

The *first* of these lines follows the present canal through Joliet, and the pools formed by the two dams across the Des Plaines now in use would be occupied by the proposed improvement. These dams are built of stone, upon a rock foundation, and having stood more than twenty years without injury, may be regarded as sufficiently permanent. It will require considerable rock excavation under water to form a channel of sufficient width for the proposed improvement, and there will be considerable difficulty in obtaining the necessary room, at and near the two dams, without injury to improved property, or that which is re-

garded as very valuable. A short distance below the lower dam, the line for the proposed improvement would leave the present canal and be made as direct to the head of Lake Joliet as practicable.

The *second* line leaves the present canal near the State penitentiary, and passes through the eastern part of the city, in a depression known as the slough, crossing Hickory creek twenty chains above its mouth; thence following near the foot of the bluff on the east side of the valley to the head of the lake.

The *third* line follows the foot of the bluff, on the east side of the valley, keeping entirely out of the limits of the city to the head of the lake.

The relative advantages and disadvantages of these three respective lines are fully set forth in Colonel Worral's accompanying report; and whichever be adopted, the work can be so constructed as to render it permanent and free from any dangerous contingencies.

From the head of Lake Joliet to La Salle no part of the present canal can be made available, if the Des Plaines and Illinois rivers be occupied by any portion of the improvement. Having once locked down to the level of the river, the canal will be at a greater elevation than the proposed improvement, and cannot, therefore, form a part of it or diminish its cost.

The question of enlarging the canal to the requisite capacity, (say 160 feet wide,) throughout its entire length, has been thoroughly investigated by us, and all the arguments in favor of such enlargement, as compared with a river improvement running parallel with it, duly considered.

1. The present canal, for a canal of its capacity, is well located; but at two or three points, as at the Kankakee bluffs near the junction of the Kankakee and Des Plaines rivers, and at the Rockwell bluff a short distance above La Salle, the canal could not be enlarged to 160 feet in width except at great cost, nor without rendering the work very insecure when completed.

2. The construction of numerous bridges, culverts, waste-weirs, ditches, &c., and three or four expensive aqueducts, and the expense of repairs and renewals for all time to come, would be a most serious objection.

3. The construction of vertical or slope walls through all earth-work for the protection of the banks, and lining a portion of the canal where the excavation will be in coarse gravel, would be expensive and require more or less annual repairs.

4. The navigation of a canal 160 feet wide and 7 feet deep with large steam-boats would be vastly inferior to that of a river from three to five times as wide, and generally of greater depth.

5. On the other hand the enlarged canal would not be subjected to any considerable danger from gorges of ice, which are sometimes formidable in the Illinois river, and which must be strongly guarded against in the construction of the locks and dams for the river improvement.

6. The enlargement of the canal would more directly benefit certain fixed interests, as warehouses, &c., built with reference to the business of the present canal, than the river improvement.

After comparing carefully the advantages and disadvantages of the two modes of improvement, we have no hesitation in recommending the river route from the head of Lake Joliet to the mouth of the river, with only such short reaches of canal at the different locks as may be found necessary.

From Marseilles to Ottawa, where the fall in the Illinois river is very rapid, including what was formerly known as the "Grand Rapids of the Illinois" it will doubtless be best to construct an independent canal on lower levels than the present canal, and this canal may be brought back into the river at a point two miles below Marseilles or at the mouth of Fox river, depending in some degree upon the local manufacturing interests, which should be accommodated so far as can be done without materially adding to the cost of the work or marring its efficiency for purposes of navigation.

SLACK-WATER.—ARGUMENTS IN FAVOR OF RIVER IMPROVEMENTS.

In adopting the river improvement below Lake Joliet, instead of enlarging the canal, we have been governed by the following reasons :

1. It is the cheapest improvement in its original construction, and can be made in the shortest time, and without interfering in any respect with the use of the present canal during the construction.

2. The pools of the dams being broader and deeper than the canal, the navigation will be easier, and steamers with many barges in tow can pass each other much more rapidly.

3. If it be desirable hereafter to make the improvement of greater capacity, it can be done at a very small cost by simply raising the height of the dams.

4. As all the water drawn from Lake Michigan and received into the Des Plaines and Illinois rivers from tributary streams will contribute to their channels for navigation, none of it being lost by filtration, the full depth requisite can be more certainly maintained than in a canal.

5. The works necessary to make the improvement consisting mainly of lock and dams, if constructed in a permanent manner in suitable locations, (as they should be if constructed at all,) the expense of superintendence and annual repairs will be less than required for an independent canal, and to those acquainted with the expenses and difficulties of maintaining canals, this will be recognized as a consideration of great importance.

It has been asserted that it is unnecessary to provide for a navigable depth of seven feet in the Illinois river when the Mississippi river itself below the mouth of the Illinois has at times a less depth than this. We have fully considered this objection, urged mainly against the improvement by locks and dams, and for the following reasons think it should be disregarded :

1. There is usually but a short period during the season of navigation when there is not a depth of water of six or seven feet in the Mississippi below the mouth of the Illinois, and frequently the Mississippi being high from melting snows about its source, or that of the Missouri, affords good navigation for the largest boats when the Illinois is scarcely navigable at all.

2. We entertain no doubt that the depth of water in the Mississippi, from the mouth of the Illinois to that of the Ohio, can be materially increased during the dry season by a judicious system of improvement. The interests of commerce and navigation now require and must necessarily compel the commencement of such an improvement before the lapse of many years.

3. It is manifestly necessary to secure a depth of at least seven (7) feet, which shall be *always available*, if this artificial navigation should ever be required for military and naval purposes, and we deem it sound policy to secure this depth of water for commercial purposes if it can be done without a disproportionate increase of cost. It is a well-known fact that vessels of every class are propelled at much greater speed and economy in deep than is possible in shallow water.

4. The depth of seven feet through three hundred and twenty-two (322) miles of navigation, traversing one of the most productive countries in the world, can be secured beyond any contingency by the plan proposed, at a cost only slightly, if any, in excess of what it must cost to make an open channel navigation only four feet deep. When it is considered that it is by no means certain that the latter is practicable at any cost, and that the former would be at least three times as valuable for all purposes, there remains but little room to doubt which plan should be adopted.

From the reports and profiles herewith it will be seen that this system of improvement will submerge but little if any valuable land. The height of the bottom lands above low water in the river, (except such as are now low and

marshy and inundated by a slight rise of water) is generally not less than from ten to fifteen feet, and in many places from ten to twenty feet. The maximum height to which the water at the lowest stage will be raised by the highest dam will be only six or seven feet at the dam, and this will gradually diminish from the lower to the upper end of the pool, where it will be raised only two or three feet. All such lands, therefore, as would be overflowed by the construction of the dams, would be overflowed now by a slight rise of the river, and cannot consequently be considered very valuable. From extensive observation and inquiry we are of the opinion that the influence of these dams upon the health of the country lying immediately along the river will be beneficial rather than injurious. Among the many improvements to which our attention has been called in relation to the question of health, we refer confidently to the Monongahela and other slack-water improvements in Pennsylvania, the Muskingum in Ohio, the Green and Barren rivers in Kentucky, the artificial canal reservoirs in New York, Ohio, and Indiana, and to the Rideau canal and Grand river slack-water improvements in Canada.

By referring to the report of Civil Engineers Assistants Ulffers and McMath, it will be seen that most of the sand-bars in the Illinois river are due to local causes, and are undergoing but little change. Reasoning from cause to effect, we should not expect these sand-bars to be materially increased by the change which would be made in the bed of the river by the proposed improvement, but, to the contrary, as the level of the water is raised by the dams, the tendency will be to cause all affluent streams carrying sediment to deposit it in the dead water within their own mouths before they reach the main river. Where the affluents enter the river without flowing for any distance through the bottom lands, the sediment which they would otherwise bring into the pools may be almost entirely cut off by small dams a short distance above their mouths. Such dams should be built, no matter what plan of improvement may be ultimately adopted. The dams for raising the river levels when constructed will be no more likely to produce deposit in the pools above them, than the bars and shoals at present in the deeper portions of the river above them; and experience has already demonstrated that no obstruction need be anticipated from this cause.

Extensive observations of slack-water improvements elsewhere have confirmed our previous conviction that there is no danger of any material damage or expense from deposit in the pools of the dams. We entertain no doubt that these dams can be so constructed as to be in little or no danger from ice or floods, and of such material as to last many years.

There are now dams of various heights, built upon various plans, which have been standing for the last fifteen or twenty years, (and some even longer,) in Pennsylvania, Ohio, Indiana, Kentucky, and several other States, and in the Canadas, many of which have required but small repairs, and bid fair to last for years to come. It is believed that the dams which it is proposed to build across the Illinois river can be made quite as secure as any of these, notwithstanding the defective nature of the formations, as it is not proposed to raise the highest more than seven feet from low-water mark.

There is probably no river in the United States of a length equal to the Illinois from La Salle to its mouth (222 miles) which would have its width and current so little affected by a succession of dams, which would deepen the water for the whole distance, as this river. The aggregate fall is only 28.62 feet, or an average of about $1\frac{1}{2}$ inch per mile. The river is, in fact, a natural canal, but the depth of water is not quite sufficient for a good navigation without checking the current by placing barriers across it. These barriers, or dams, will not make *dead water* anywhere in the channel of the river, but merely diminish the velocity of the current, and that to such a moderate extent as to be hardly perceptible to the casual observer.

The water in the Illinois river at La Salle, at the time of the highest flood which

has ever occurred since the settlement of the country, (February, 1832,) was about twenty-eight feet above low-water mark. In all the great floods since that period the water has covered the bottoms from bluff to bluff, making the river, say, from a mile to a mile and a half in width, which, at such times, has a strong current. It is obvious, then, that dams which would raise the water at the lowest stage but six or seven feet, would have no perceptible effect in time of floods. The width and velocity being both increased to such an extent in high water, the quantity of water in the river at a low stage would be but a small fraction of the whole volume in time of floods.

From our own observations of the effects of dams across other rivers, and the opinions of practical engineers and others who have closely observed these effects, we believe that a dam across the Illinois river, raised six or seven feet above low water, would have no sensible effect on the surface of the water where it was six or seven feet above the comb of the dam, and that steamboats fully laden could then pass over the dams without difficulty.

The volume of water in the Illinois river will at all times be sufficient to keep the dams so covered as, in a great measure, to prevent decay, and if constructed in a faithful manner upon the plan indicated, we believe that they will be very durable. The character of the river bed and banks at the different points where the dams will be located will be similar, and consequently the only variation in the plans will be in the length and height.

For further details of the proposed method of constructing these dams, we refer to the report of Civil Engineer Assistant James Worrall.

It has been urged as an objection to the improvement of the river by locks and dams, that the current in the pools being diminished, the ice will be formed so much thicker than at present, that it will require a much longer time to thaw away, or be broken up by a rise of water. As a proof of this Peoria lake is cited as an example, where it is admitted by all that the ice does not move quite as soon as upon other portions of the river. But none of the dams will very materially expand the surface of the water in the river, or form lakes with a comparatively broad surface, like the one mentioned. Peoria lake is so broad that the current through it in ordinary stages of water is almost imperceptible. This will not be the case with the river generally, even after the construction of the dams. The current would be but slightly retarded and the thickness of the ice but little increased, and consequently it would be broken up and the channel open for navigation but little, if any, later than heretofore.

OTHER PLANS CONSIDERED.

The objections which have been urged against a slack-water improvement of the Illinois river from La Salle to its mouth, by some persons who misapprehended the effects which would result from such improvement, have induced many of the best engineers in the country to investigate the subject and devise different plans. Those which have been most generally advocated are :

1st. By dredging and wing dams.

2d. By drawing a sufficient supply of water from Lake Michigan to give the requisite depth in the Illinois river.

The navigation of the river may doubtless be much improved by the first method, but it is doubtful whether any amount of expenditure upon this plan would give an available depth for navigation of more than four feet at extreme low water in a channel 160 feet wide. Even the increase in the supply which would be given by deepening the Illinois and Michigan canal on the summit division, upon the plan now in progress, would not give depth enough for canal boats passing through the canal in its present unimproved condition. Such an improvement, if it could be made permanent, (of which we have great doubt,) would certainly fail to meet the "military, naval and commercial purposes"

designed to be secured by the construction of the improvement, and we therefore submit no estimate of its cost. The estimate given by Mr. S. T. West, civil engineer, in his report to General Wilson, dated February 15, 1867, is probably not far from the truth. The amount is \$1,528,450.

The plan of supplying sufficient water from Lake Michigan to make a navigation of the Illinois river suitable for the largest class of steamboats, without the intervention of dams and locks, has received considerable attention, but this plan is, for reasons which will be hereafter stated, impracticable at any reasonable cost.

The opinion is expressed in the report before mentioned that with "two dams, together with a small amount of dredging upon some of the bars, a navigation of six feet in depth may be obtained between La Salle and Grafton" by an addition to the low-water discharge of the river of 4,555 cubic feet per second.

To secure this additional supply of water, the depth being assumed at eight feet, it would require a channel as follows:

First. Channel 160 feet wide; fall per mile, 1.0 feet; velocity, 2.43 miles per hour.

Second. Channel 200 feet wide; fall per mile, 0.69 feet; velocity, 1.93 miles per hour.

Third. Channel 350 feet wide; fall per mile, 0.22 feet; velocity, 1.104 miles per hour.

It would appear, then, to obtain the requisite supply of water from the lake without excavating a wider channel than we have recommended, that it would have to be about 30 feet deeper opposite the present lock No. 1 than at present, or ten feet deeper than the bed of the Des Plaines river, opposite the town of Lockport. It would *increase* the depth of excavation for the first ten miles above this point an average of 25 feet, and although the average depth below the bottom upon the plan we propose would, of course, be much less, through the earth excavation, the difficulty of executing the work would be increased in a much greater proportion than the depth.

By diminishing the declivity, and therefore the depth, as suggested for channels second and third, the width of the canal would be so greatly increased that there would be no great difference in the cost, which, upon either plan, would exceed by more than \$20,000,000 the cost of the improvement which we recommend, and the only object to be gained by this large additional expenditure would be the saving, at most, of four or five additional dams or locks on the Illinois river. As the current would be very considerably accelerated the value of the improvement for navigation would be diminished rather than increased. Through a channel of the dimensions which we recommend all the water can be drawn from Lake Michigan necessary for navigation, for cleansing Chicago river effectually, and sufficient for an immense manufacturing power.

MILITARY AND NAVAL CONSIDERATIONS IN FAVOR OF THE IMPROVEMENT.

In considering the importance of this system of improvement, in its military, naval, and commercial aspects, we respectfully invite attention to the following extracts from General Wilson's report of February 17.

"The recent confederation of the British American provinces shows the anxiety felt by the English government in their behalf, and must be regarded as a movement in hostility to the people and institutions of the United States. While it does not actually increase the aggregate British strength on our northern frontier, nor in any way encroach upon our territorial rights, it consolidates the policy in regard to canals, as well as other matters, and renders available the entire force of those provinces in any difficulty which may arise between England and the United States. The English are already able, by means of a system of internal canals, to pass gunboats of nine feet draught into

Lakes Erie and Ontario, and are contemplating a new canal which will enable them to reach Huron without coming in reach of American territory at any point. The canals already finished were constructed avowedly for military as well as commercial purposes, and in case of war will enable the English to drive our commerce from the lakes and destroy or lay under contribution nearly every important city on our northern frontier. But in addition, they can inflict upon us a still more vital injury when they have gotten possession of the lakes by severing the main line of our communication with the east for heavy products.

"Now that the act of confederation has become a law, the Canadians themselves will be able, and in fact compelled to adopt a fixed policy in reference to the extension of their internal canal system, as much for offence, in the possible contingency of a war with us, as for the purpose of establishing close and safe communication with the remoter portions of their territory bordering upon the upper lakes.

"In view of what the provinces have done in their separate capacity, it is fair to assume that they will not be neglectful of their opportunities as a united nation, but will, at the earliest possible date, set earnestly to work to enlarge, extend, and perfect their means of reaching the internal seas upon our northern border.

"We are debarred by treaty stipulations from increasing our naval force upon the lakes until after six months' notice has been given.

"This may be well enough, since it saves us the expense of building costly vessels, and maintaining them in commission when they are not actually required.

"But as we have no communication between the lakes and the sea-coast suitable for vessels of war, we cannot expect to meet the enemy upon anything like terms of equality when the emergency arises.

"It will not do to depend upon permanent defences for the purpose of barring the entrance to the lakes, for unfortunately they cannot be so situated, nor so constructed, as to completely subserve the object in view.

"There are but two ways in which we can thoroughly protect our northern frontier in times of war and relieve ourselves of a continuous menace in times of peace. The government must either connect the lakes and the Mississippi river by a canal of sufficient capacity to accommodate gunboats suitable for service on the lakes or prepare for the annexation or conquest of Canada. As a military measure the construction of a canal will be effective, and fortunately for the country this can be done at an expense which must be regarded as insignificant when compared with the objects to be obtained. But great as are the military reasons which favor the establishment of steamboat navigation between the lakes and the Mississippi, they are vastly transcended by those of a commercial and political character. The lakes, the St. Lawrence river, and New York canals, are the natural outlet for the lake cities and a great portion of our northwestern territory, as much as the Mississippi river is the outlet for the territory contiguous to it. Since the construction of the St. Lawrence and New York canals the commerce of the northwestern and western States has gradually been seeking its way to the eastern seaboard rather than to the southern. Indeed, the northern tier of our States, even as far west as the Missouri, owe their prosperity, if not their existence to the development of water communication with the east. Railroads have exerted a potent influence in populating these States, but their extraordinary development in wealth and industry is mainly due to the construction of the Canadian and New York canals, by which, up to the present time, they have been able to send their surplus products directly and cheaply to market. This accounts satisfactorily for the superior wealth of the country bordering directly upon the lakes, and for the marvellous growth of the cities which have sprung into existence along our northern borders within the last forty years. But owing to the various restrictions, and to the influence of certain commercial laws, it has been found unprofitable and inconvenient of

late to use the St. Lawrence canals, while the New York canals are already overtaxed, and the region west of Chicago is almost entirely unprovided with canal facilities worthy of the name, so that a great part of the people of Illinois, Iowa, Wisconsin, Minnesota, and Missouri, are compelled to send their surplus products to market by rail or perilous river navigation, at an expense in money or time which leave them scarcely a tithe of their value to pay for the cost of production.

These States have now reached a stage in their development when cheap and direct communication with the markets of the world has become an absolute commercial necessity, and unless the amplest provision is made by our own government for such communication, and a policy adopted by Canada which shall give us all the advantages of unrestricted trade upon their rivers and canals, our commerce and agriculture will be crippled, before the expiration of another decade, to such an extent as to demand not only the enlargement of the Illinois and Michigan canal, the improvement of the Illinois river, and the construction of the Rock River and Green Bay canal, but the absolute conquest or annexation of the entire dominion of Canada.

"To the people of our race nothing is more inexorable than a commercial necessity, no argument is so patent as that based upon physical facts, and no ethics so readily understood as those which relate to the national welfare. When our people have been brought to thoroughly understand this necessity, the facts which underlie it, and the manner in which it affects their material well-being, they will not be over nice in regard to the territorial rights of those who bar the door to the eastern market, but will demand the extension of our borders so that their commerce may find its way 'unvexed to the sea' by the St. Lawrence, as it now does by the Mississippi.

"It has been truly said, 'it should be a settled principle of American legislation to encourage, in every possible way, facilities for intercommunication; to repress, in the most effectual way, anything that might possibly act as a restraint. Experience shows us that travel and transportation increase as their cost diminishes.' Whatever, therefore, operates as a tax on locomotion is inconsistent with the highest principles of state policy.

"When the railway system was first being developed in England, measures were taken to give to the government thorough and effective control over it. Already in that country it is agitated to consummate those measures by the state assuming the proprietorship of the roads, equalizing their rates of charge, and reducing those rates to a minimum. There can be no doubt that such a consummation would produce very powerful social effects. In America, transportation at the lowest possible cost assumes an attitude of an affair of the highest state necessity.

"By increasing the facilities for the transportation of manufactured goods and the staple products, we must inevitably increase the necessity for rapid communication between all sections. By constructing canals and improving river navigation we necessarily increase the demand for railroads."

ORDER IN WHICH THE IMPROVEMENT SHOULD BE MADE.

Having fully considered the arguments for and against the plan of improvement recommended herein, the question naturally presents itself in this part of our report, what part of the improvement should be first commenced? In view of the fact that there is already an excellent line of canal navigation ending at La Salle, which can be used in its present condition, we are of the opinion that the Illinois, from La Salle to its mouth, should be first improved.

The liberal appropriation of lands by the United States, in 1827, to aid the State of Illinois in the construction of the canal from Lake Michigan to La Salle, and the subsequent expenditures of the State to accomplish the object, amounting to not less than \$6,500,000, were based upon the supposition that the Il-

Illinois below La Salle was a good, navigable river, and this large expenditure for the construction of the present canal would secure a good and cheap navigation between Lake Michigan and the Mississippi. Such is not the fact. There has been scarcely a season since the canal was completed, twenty years ago, when there has not been a serious interruption to navigation for a greater or less period from low water in the river; and as the country has improved so that the surface water which formerly drained more slowly and continuously into our rivers has ceased to afford any considerable supply in summer, the evil has been becoming worse. The past season the navigation between La Salle and Peoria was almost suspended from the last of June to the close of navigation, and below this it was but little better. In fact, navigation was virtually suspended in the river for all practical purposes for about five months.

This uncertainty of river navigation has so seriously operated against the canal as to materially diminish its usefulness and revenues. In fact, instead of being a connecting link in an extensive chain of navigation, as it was designed to be, it has become little more than a local work accommodating the limited country along its borders.

The improvement of the Illinois river below La Salle, which we earnestly recommend, at the earliest practicable period, would make a perfectly reliable navigation from Lake Michigan to the Mississippi, and while it would give a first-class navigation, equal, at least, to that of the lower Mississippi, for an extent of more than two hundred and twenty miles, it would make even the present canal an important channel of commerce, though not equal in capacity to what is desired. This improvement is estimated to cost \$1,953,600, and no improvement contemplated within our knowledge would accomplish equal results at anything like such an expenditure.

We recommend an appropriation to the amount above stated.

CANAL CONNECTING ROCK AND ILLINOIS RIVERS.

The importance of the improvement which we have surveyed and estimated is greatly enhanced by the fact that surveys have demonstrated the entire practicability of a canal from the Illinois river, at or near the mouth of the Bureau, to the Mississippi at or near Rock Island. The length of the canal would be about sixty-four miles, and it would be supplied with water by a navigable feeder thirty-eight miles in length, from Rock river, at Dixon.

For a canal sixty feet wide and six feet deep, the cost, together with that of the feeder, has been estimated at \$4,600,000, and it would not probably exceed that sum, while it would secure a cheap and direct navigation to the lakes and a choice of markets to all the country drained by the upper Mississippi and its tributaries.

For estimating the cost of the proposed improvement it may appropriately be divided as follows:

1. From Chicago to the first lock at Lockport, including what is known as the Summit division of the canal, 29 miles.	\$11, 249, 173 98
2. From lock No. 1, at Lockport, to lock No. 8, at the head of Lake Joliet, in Des Plaines river, 7 miles.....	2, 095, 546 53
3. From lock No. 8 to Marseilles, all in river, except short canals at locks and dams, 40 miles.....	1, 296, 806 77
4. From Marseilles to Ottawa, 6 miles.....	938, 380 75
5. From Ottawa to La Salle, all in river, except short canal at dam, 17 miles.....	683, 734 53
6. From La Salle to mouth of river, 223 miles.....	1, 953, 600 00
Total.....	<u>18, 217, 242 56</u>

A condensed history of the present Illinois and Michigan canal, together with many interesting facts in regard to the country through which the enlarged system of navigation will pass, are more fully set forth in the appendix and sub-reports herewith submitted. For a statement of the commerce and navigation to be benefited by this improvement, and a description of the Canadian and New York canals, we call the attention of the department to the report of General Wilson, dated February 17, 1867.

Detailed maps on a large scale, together with descriptive memoirs of the surveys by Engineer Assistants Ulfers, Keefer, and McMath, will be submitted as soon as they can be prepared.

Very respectfully, your obedient servants,

J. H. WILSON,
Lieut. Col. Thirty-fifth Infantry, Bvt. Maj. Gen. U. S. A.
WM. GOODING,
United States Civil Engineer.

LOCKPORT, ILLINOIS, *December, 1867.*

GENTLEMEN: Having been intrusted by you with the surveys in detail to the conduct of which you were appointed by the engineer department of the United States, under the order of the Secretary of War, bearing date May 8, 1867, being "surveys and examinations, and the preparation of plans and estimates, for a system of navigation by way of the Illinois river, between the Mississippi and Lake Michigan, adapted to military, naval and commercial purposes, in accordance with the act of March 2, 1867," I have the honor to report as follows:

On the 19th of June last I placed a party of engineers on the south branch of the Chicago river, at Bridgeport, a suburb of Chicago, which party continued in the field until late in November, having entered the valley of the river Des Plaines at a point seven miles from the place of beginning, and followed the valley of that river and the Illinois river to the foot of Grand island, in the last-mentioned stream.

On about July 1, I placed another party in the field, which having carefully examined the head of Lake Michigan and the waters and water-sheds surrounding it on the southwest, traversed instrumentally the valley of the Kankakee, from Momence to its junction with the Illinois, and surveyed as high up as Aurora the valley of the Fox river, a tributary of the Illinois, finished their labors by a careful survey of the valley of the Illinois, from the foot of Grand island, before mentioned, to the river Mississippi.

The country embraced in this survey has been examined before by various authorities, but so large an amount of information has never been heretofore obtained under one surveillance.

It is believed that the location of the great work contemplated by these examinations has been finally ascertained.

If the left bank, or western bank, of Lake Michigan be examined from its head to its confluence with the upper great lakes, the lowest depression in that bank will be found southwest from Chicago at a distance of about seventeen miles from the city, or rather from its Bridgeport suburb, and forming the opening through which the river Des Plaines, one of the constituent branches of the Illinois, finds its way to the junction with that stream.

This depression is an elevation scarcely more than ten feet above the average surface of Lake Michigan, and the pass formed by it is not more than a quarter of a mile in width. The ground immediately rises both north and south of it, and very soon attains an elevation of one hundred feet, rising with the distance measured from the axis line of the opening.

Singularly enough, this place is called the "Sag," an expressive definition of its character, although the name is derived from Saugenash, an Indian chief, who distinguished himself in this region in the times gone by—such, at least, being one of the early traditions of the country.

It is this feature in the physical geography of the country that gave Chicago its importance among the aborigines, and attracted the early whites to the same point. It is this which gives Chicago its permanent importance. This little "Sag" is the gate to the back country through which the Indians in the old time used to portage their bark canoes, through which the white man will float his ships of a thousand tons. The excavation necessary to produce this last result is nowhere greater on the average than eighteen or nineteen feet in depth between Chicago and the valley of the Des Plaines, a short distance above Lockport, where the lake level runs out, and such an excavation places Lake Michigan as a reservoir at the command of the engineer.

I am aware that the term "Sag" is applied to the country east of this gateway, and to the stream now doing duty as the Calumet feeder. I apply it to the narrow pass in the valley of the Des Plaines, a little east of Lemont, which can be approached from Lake Michigan by two routes, one occupied now by the Illinois and Michigan canal, the other by the Calumet feeder, from Blue island.

The Calumet feeder route was examined and sounded under my direction during the progress of this survey, and the necessity for rock excavation developed by those soundings to an extent sufficient to preclude the selection of that route for the enlarged canal. An additional objection is found in the exceedingly crooked approach to Blue island from the lake, by way of the Calumet river, and there exists no lake harbor of capacity and safety at all commensurate with the objects before us at or near Calumet, the mouth of the Calumet river.

Of the three great lines of navigation that can be brought into practical use connecting the Mississippi with Lake Michigan, the line by the Illinois, namely, the line by the Rock river, and the line by the Wisconsin river, the first of these, the work before us, possesses the prominent advantage, that there is no ascending lockage between the lake and the Mississippi waters, whilst hundreds of feet of such lockage is required for both the other lines. And when it is simply stated in addition that this great work, commencing at the head of Lake Michigan, ends nearly opposite the mouth of the Missouri, thereby completing a system of inland navigation thousands of miles in extent; when it is stated further that at one end of this work stands the city of Chicago, and at the other the city of St. Louis, and that between these termini lie "immeasurably spread" plains, equalling in fertility any that the sun elsewhere shines upon, surely it is not necessary to say more to infer its importance for military, naval, and commercial purposes, especially when it is finally stated, as it now is, with entire confidence, that a work can be constructed "on this line," over which the largest commercial, military and naval vessels, now using the upper Mississippi, can freely pass to the harbor of Chicago.

In the present state of ship architecture it would appear to be impossible to make the navigations of the lakes and the Mississippi homogeneous. Seven feet depth is the greatest minimum that the upper Mississippi ever can furnish, and large vessels of such light draught cannot navigate safely the great lakes or the ocean, except the naval vessels of the monitor class. Should, however, invention in this art ever overcome this difficulty, vessels for all purposes may pass indifferently through the magnificent internal navigations of this continent and through every navigable sea on the earth's surface. Until that period arrives the points of lake connection on navigations between the Mississippi and the lakes—like Chicago, for instance—must remain transshipping points. With the wonderful facilities for unloading furnished by the elevators and kindred inventions, transshipment has ceased to be the difficulty or cause of expense and retardation that it was in former time.

The surveys made by us around the southwestern haunch of Lake Michigan settled the question that through the "Sag," or the Lemont narrows, was the only passage towards the west for Lake Michigan waters flowing by gravity; and, this being once settled, the remainder of the location of this work becomes inevitable, and must follow the valley of the Des Plaines to its mouth, and thence the valley of the Illinois to the river Mississippi.

We carefully examined the location of the Illinois and Michigan canal, from its northeastern terminus, at Bridgeport, progressing southwestwardly to Lockport. We examined the sluggish stream, the south branch of the Chicago river or creek, to its head, and the tortuous, eroded channel which it has made, and have concluded that no variation from the location of the Illinois and Michigan canal would better the line of the proposed navigation. Slight and unimportant variations, for alignment's sake, may be made, but no essential change is necessary or advisable.

The great canal, then, will form three grand divisions, of unequal lengths and cost, the division lines being lines of demarcation between the styles of engineering required for each.

The eastern division will consist of a thorough cut in clay and rock, about twenty-nine (29) miles in length, the base of which will start at a point on the south branch of the Chicago river, at Bridgeport, known to be six (6) feet below the lowest water that has been known in Lake Michigan for thirty years, and from seven to eight feet below average low water, and shall fall at the rate of one-tenth of a foot (0.10) per mile for a distance of twenty-eight (28) miles. (It is hardly necessary to say that this starting point is the lake navigation.) The first seventeen miles of this cut will be in blue drift clay; the last twelve miles in limestone rock, lying in layers nearly level, some of which furnished a very superior building stone, now extensively used in Chicago, and the deepest average cutting in either clay or rock will not exceed nineteen (19) feet. This, although the shortest, will be the most expensive of the divisions. The Illinois and Michigan canal was originally planned to be excavated to this base, but the plan was temporarily abandoned by the State of Illinois on account of monetary difficulties. The city of Chicago has recently, however, resumed the deepening process, at her own present expense, with the double object of enlarging the navigation and of giving a passage for the sewage of the city from the sluggish Chicago river to the water-courses which find their outlet in the Mississippi—a plan sanctioned and recommended by a board of civil engineers of the first rank in our country.

The middle division will not extend sixty-six (66) miles from Lockport, on the river Des Plaines, to Utica, on the Illinois river, a short distance above La Salle. This will be a mixed navigation, composed of slack-water and independent canal, the former preponderating. This division will be second in cost.

The western division will be slack-water exclusively, extending from Utica, a short distance above La Salle, to the mouth of the Illinois, a distance of two hundred and twenty-seven (227) miles. This, though the longest by far, will be much the least expensive of the divisions. Thus the whole work, from lake navigation on the Chicago river to river navigation on the Mississippi at the mouth of the Illinois, will be three hundred and twenty-two (322) miles in length.

In explanation of this proposed system, it must be stated that the location of the Illinois and Michigan canal has been of great assistance in determining it. That work in the thorough cut, especially, occupies ground than which, in the country passed over, no better could be chosen, and, as has been stated, the changes required for the new work are scarcely worthy of enumeration. Pursuing the line of this work down to its present termination at La Salle, we find that it consists almost entirely of independent canal. Were a simple enlargement—say to the size of the Erie canal, or even considerably beyond that

capacity—at present in question, I should have no hesitation in recommending a close adherence to the present line, because, for a work of its size, it is admirably located, entirely out of the way of freshets and ice gorges, at the same time showing great directness of alignments.

But in proposing an enlargement like the present, where all the excavation and culverts and aqueducts and bridges are to be quadrupled in size, the avoidance of expense becomes an indispensable element in the calculation. Therefore, when the stream along which the work passes offers facilities for a slack-water improvement, such offer cannot well be rejected, as a single work, a single expenditure at one point in this style of improvement, creates a navigation, extending sometimes over many miles, in which no expense is necessary either for construction or maintenance.

The objection to the slack-water system here is, that in times of freshets and ice gorges the works in the stream are exposed to the forces brought into play during such periods, whilst its advantages in calm times consist in presenting wide and capacious bodies of water, facilitating navigation to a very high degree, to which must be added the very important saving in cost.

The advantage of the independent canal in this particular case is its immunity from danger from very high floods. Its disadvantages are its confined channel and its far greater cost.

It might further be cited against the slack-water system that its effect is to drown out lands which otherwise might be cultivated with advantage. It is, however, a peculiarity of this river that no system of dams can be practically erected in its valley, which will add to the extraordinary elevation which the floods now attain. Dams in this river must be built with the expectation that they will be occasionally overflowed by a volume of water, on the surface of which they will scarcely be of sufficient height to raise a ripple. Navigation below La Salle will every season be found in a plane so far above the works that vessels will pass over them as freely as if they did not exist; and when this is not the case, namely, when there happens to be considerable comparative fall in the river, this fall can be taken advantage of, so that damage from their reflux water will be reduced to the minimum—in fact, to be scarcely susceptible of being demonstrated as caused by the erection of the dams.

The weight of the extra cost of the independent canal system here has no alleviation, except that it is an insurance against floods.

The discrepancies in cost between the two systems are not so great in a small canal as they are in a large one, one reason for which is that the cost of a dam remains unchanged for a work of either size; and thus if, as has been stated, this work were to be retained at its present size, the independent system might well be adhered to. But where the works assume a magnitude including facilities for military and naval purposes, the additional cost, amounting here to millions, operates conclusively against the independent canal work.

Almost immediately after leaving Lockport, then going west, the river begins to offer itself for consideration. No less than three ways of passing through Joliet preparatory to entering the bed of the stream are presented.

The first of these is to adhere to the old location until having passed Joliet. The canal veers to the left and enters Lake Joliet on the right bank of the stream, between three and four miles below the town.

The second, just before the line reaches a point opposite the State penitentiary, turns to the left, passing the penitentiary quarries, and, following through the cultivated lands immediately in front of the bluffs or terraces bounding them on the south, crosses Hickory creek by an aqueduct, and enters Lake Joliet about two miles below on the left bank of the stream.

The third leaves the present line almost exactly opposite the penitentiary, and following a depression to the left of the more thickly populated parts of Joliet,

crosses Hickory creek and joins the second line above its entrance into Lake Joliet.

All these lines are practicable, and have arguments for and against them which need not be recapitulated here.

The first line is here chosen for estimate, for that it keeps the canal and its business in their present locality, and disturbs values and properties the least of any of the three.

When the canal comes to be constructed it will be time enough to discuss the various arguments *pro* and *con* to grow out of this subject.

At Lockport, then, and until Joliet is passed, the line remains as it is now, except that it is to be enlarged. At Lockport occurs lock No. 1, and about a mile below lock No. 2; then locks Nos. 3 and 4, which latter drops into the Des Plaines as it enters Joliet. Then occurs dam No. 1 and lock No. 5, lift and guard, which drops into the basin of dam No. 2, built across the Des Plaines in the heart of the town. Here occurs guard lock No. 1, which admits navigation to a piece of independent canal, extending from this point to Lake Joliet. Locks 6, 7 and 8 occur on this piece of independent canal. After passing dam No. 2 the bed of the stream has to be changed to the left, and provision is made in the estimate for a new channel in the rock from six to eight feet deep, 200 feet wide, and about half a mile long. This plan avoids the necessity of disturbing buildings to any considerable extent, and creates a commodious basin for the business of the town, where, from the crowded appearance of things at present, there did not seem to be much promise of such facility. At about a quarter of a mile west of the first road bridge now crossing the canal below Joliet the line veers to the left, leaving the present canal, and by a very direct course enters Lake Joliet at the foot of the low limestone bluffs which border the river at the head of Lake Joliet, on the right bank of the stream.

Lake Joliet is slightly raised by the reflux water of dam No. 3, crossing the river about a mile below Treat's island. A short independent canal conducts us around dam No. 3 into the water backed up by dam No. 4, which is to be constructed on the Illinois river, a short distance below Dresden. A spill must be given to this dam somewhat greater than ordinary, for at the confluence of the Des Plaines and the Kankakee there is a tendency to ice gorges, the effect of which must be guarded against. The canal around it must be located in such a way as not to attract currents, for it is difficult to build works which will withstand the forces of an ice gorge or freshet when in full activity. It is difficult to predict now what the fullest consideration may eventually dictate as the true construction here.

Independent canal is easy to construct from Joliet to this point, and below Dresden might very safely enter the river, but it would be very costly; twelve or fifteen miles of excavation over 100 feet wide, and 8 or 10 feet deep, much of it in rock.

An aqueduct across the Du Page, and bridges and culverts lengthened in proportion, besides much additional and expensive protection required at the Channahon bluffs, present a formidable bill of expense, which, unless the most mature investigation of the probable result of ice gorges below Dresden should result in a well-grounded fear of frequent destruction of the river works, ought hardly to be incurred. I have concluded to recommend the slack-water, and have so estimated the cost of the line, in the hope that a careful and prolonged study of the locality and the regimen of the Illinois will warrant eventually the correctness of this choice.

Entering the stream again below the Dresden dam, (No. 4,) we have slack-water to a point about two miles below Morris, where dam No. 5 is to be erected, which lets us down into the pool of the Marseilles dam, recently erected for manufacturing purposes. This dam we number in our series dam No. 6. At Marseilles independent canal is indicated on account of the considerable fall

occurring just below that town and continuing nearly to Ottawa, a portion of the river named from the circumstances, by the French, "the Grand Rapids." We enter the river permanently, however, for slack-water a short distance above Ottawa, where the reflux water of dam No. 7 is to be constructed. At or near Haroe Rock forms our navigation until we reach Utica, where we enter upon the western division, comprising the remaining two hundred and twenty-seven (227) miles in length, of the Illinois, on which there is found to be a fall not exceeding twenty-nine (29) feet.

This long stretch is very well described in Mr. Abert's report to General Wilson on this same subject, laid before Congress last year. Suffice it to say here that the Illinois river, from Utica to its mouth, flows in a bed of alluvion, sand, gravel and clay irregularly alternating.

Through this bed the river has made a passage for itself, averaging from ten to twelve feet in depth, in a plane tangential to the shoals, and some 600 to 800 feet in width.

This is the state of things presented at low water, but in high water the river overflows this channel and covers the alluvial intervale or bottom land to the depth of ten or twelve feet. The intervale, in its turn, is bounded by terraces or bluffs, in elevation say from 60 to 100 feet and more above low water, forming a second valley which varies in width from a mile and a half to six miles.

The whole surface during the high-water periods is covered with water to a depth of from four to ten and twelve feet.

It is evident that with a fall scarcely exceeding an inch and a half per mile there must be most effective navigation upon this whole stretch when the floods prevail, and it will scarcely be believed when it is stated that, notwithstanding this vast accumulation of water, and the very gentle inclined plane that carries it away, the depths are reduced almost every season upon the shoals in the bed of the stream until they do not exceed an average depth of twenty inches—thus, in fact, suspending navigation for periods varying from sixty to ninety days, and extending, sometimes, as in the season last past, to a period of 150 days.

Plans have been proposed to remedy this deficiency, most of which have been enumerated in former reports. They are—

I. A thorough system of slack-water, with dams and locks.

II. A unification of the channel of the bed of the stream by uniting certain islands to the shores, and by narrowing the low-water channel for the sake of obtaining depth by means of wing-dams where no islands exist to afford such facilities. This plan to be assisted by dredging.

III. The same plan as the second, to be aided by an increased flow of water, to be obtained from Lake Michigan by means of the thorough cut now proposed for this work, and the following is now for the first time proposed :

IV. A system of dams, whose top surfaces shall be in a plane of water insuring seven feet in depth upon the shoals of the river, with open chutes of a less area in width than the area of the navigable thorough cut now proposed to be made from Lake Michigan. The last of the dams, or that going into the Mississippi, to have, instead of an open chute, a regular lock.

The first of these plans is the one best understood by that portion of the public conversant with systems of internal navigation. It is certain in its operation, and will not cost more than \$9,000 per mile of navigation to be created by it. It cannot fail of the proposed results if properly constructed. The second, third and fourth, though all of them cheaper than the first, are, all of them, more or less experimental.

The first of these systems is therefore chosen, recommended, and estimated in this report, leaving the others for consideration if they should be deemed

worthy of it in comparison with the chosen one when the period for constructing this great work shall have arrived.

Between Utica, then, and the mouth of the river, (being the western division of this canal,) it is proposed to erect five dams, being dams No. 8 to No. 12, inclusive, and by the side of those dams locks No. 17 to No. 21, inclusive, with only so much independent canal as will carry the navigation around the abutments of the dams in safety. These dams will be so constructed as to insure a minimum depth for navigation of seven (7) feet, and to afford facility for passing them on greater depths of water until the freshet shall rise to a height in which the combs of the dams themselves will not impede navigation, and vessels can pass over them freely and without grounding.

A certain navigation at all stages of the water is thus created, and if the additional quantity of water brought in from the Lake Michigan navigable feeder be such as to supply the want now so severely felt from evaporation and infiltration during the dry months, the width of the locks being less than half as great as that of the feeder, and their depth being the same, while the plane of fall is almost exactly equal, it may be that the lock gates need not be closed during such periods, and thus a vexatious delay in passing the locks be avoided. Should this occur—that is, should the pools of the dams be so filled as that their surfaces shall form a nearly connected inclined plane, there, of course, can be no difficulty in opening the locks against the very gentle current which would exist in it.

This advantage is more likely to occur if the plane or planes tangential to the combs of the dam be adjusted so that, as nearly as possible, they shall correspond with the plane or planes which now give natural navigation to the seven-foot depth proposed. So very regular is the plane of fall in this part of the river that it is believed such a result may very nearly be attained, and thus, by this simple precaution in construction, this magnificent work may prove to be more easily operated than any work now in existence—certainly on this continent, and possibly in the world.

In coming to some of the results above enumerated we performed some extensive field operations.

The Calumet feeder was sounded with iron rods from its outlet to the dam at Blue island; a regular survey was made from Blue island to Momence, on the Kankakee, and from Momence to the junction of the Kankakee and the Des Plaines, where the Illinois river is formed; a reconnaissance was made of the upper Kankakee from Momence in a northerly direction along the river well into the State of Indiana, say about thirty miles, among the Kankakee marshes, where boats had to be used, there being no foot-holding for the instruments.

This surveying and reconnoitring, although settling the point forever that there is no practicable outlet from Lake Michigan to the Mississippi waters except the one chosen and reported upon, nevertheless gave rise to suggestions more or less pregnant and important.

It is very certain that a navigation of respectable size can be made from this work at or near the mouth of the Kankakee to Momence, thus developing a rich and productive section of the country for a distance of nearly fifty miles, and it is not at all certain but that this navigation can be extended and produced among those Kankakee marshes for a hundred or more miles further, until indeed a junction can be effected with the Wabash and Erie canal, thus producing a smaller canal, but one capable of transporting say a million or more tons per annum to Lake Erie.

I can pronounce with great certainty in favor of the practicability of the work as far as Momence. Its possibilities beyond are only suggested, and cannot be realized without a more careful investigation of that interesting region. A clearing out and unification of channels, and an occasional cut-off, will give a small steamer navigation in a minimum depth of say two feet for a hundred miles

northward of Momence, even as it is. A judicious expenditure of say a quarter of a million would, no doubt, effect this and at the same time assist materially in draining that noble body of land, and I hint at the possibility of a four foot navigation being constructed through that region, which, as has been stated, may be attached to the Maumee work, thus connecting the Mississippi by water with Lake Erie in a direction favorable to cheap transportation, an immense saving in distance being made as against the passage by the lakes to the same point.

The work from the mouth of the Kankakee to Momence, $47\frac{1}{2}$ miles, can be constructed for \$950,000, being at the rate of \$20,000 per mile. This for a slack-water navigation, with locks 100 by 17 by 5 feet deep, capable of passing boats of say 125 tons. The fall from Momence to the Kankakee feeder is 105 feet, and a gauge of the stream at its mouth on the 9th of September, 1867, an extraordinarily dry period, gave 27,377 cubic feet per minute, including the amount passing through the feeder to the Illinois and Michigan canal. It is proper to say here that the limestone, much pervaded by fissures, over which the Kankakee flows near its mouth, may considerably reduce the visible quantity of water flowing over it; that therefore its contribution to the Illinois may be larger than appears from the gauge, and 30,000 feet per minute may fairly be taken as the minimum of the past season.

The Fox river also, which falls into the Illinois from the right at Ottawa, was made a subject of examination. A survey of this river commenced at Ottawa, and was carried to Aurora, a distance of forty miles, measuring from the feeder dam at Ottawa. This river it is entirely practicable to improve by slack-water navigation for the distance, and possibly as far as to its crossing of the State line of Wisconsin—a further stretch of over sixty miles. A navigation of the same size as that proposed for the Kankakee locks, 100 by 17 by 5, would cost, on the Fox river, at the rate of \$25,000 per mile. The fall from Aurora to the feeder at Ottawa is 136 feet. The quantity of water flowing on the 17th of September, 1867, a period of great drought, was 31,539 cubic feet per minute, including what passed through the feeder to the canal.

A most important branch line to this great improvement was surveyed by Colonel Hudnutt, of Chicago, in 1866. He reports that a canal can be built of dimensions somewhat larger than the Illinois and Michigan canal, from Rock island on the Mississippi to the vicinity of Hennepin on the Illinois, a distance of sixty-four miles, with a navigable feeder from the Rock river at Dixon of thirty eight miles in length, and that this work can be built for about \$4,500,000.

I consider Colonel Hudnutt's estimate sufficiently high, and would recommend, if the branch be adopted, that the size of the lock be increased so as to correspond with that recommended for the Rock river improvement in General Wilson's report of 1866, the branch in question being, also, an important branch of the latter work. The size recommended by Colonel Hudnutt is for the locks 150 by 21 by 6, with a proportionate canal prism. The Rock river lock is 200 by 30 by 7.

A final location of this work and economical construction might decide that the enlarged size recommended here would not exceed \$6,000,000 in cost, and would probably fall short of it; and it would be a decided advantage to have this great branch line constructed so as to coincide with at least one of its parent stems.

Its coincidence with the Rock river improvement would raise it to a capacity embracing a very large proportion of the boats on the upper Mississippi, and to a register of at least five hundred tons.

A tabular statement of the estimated cost accompanies this report; from this may be deduced the following aggregates:

Eastern division.

Chicago to Lockport, 29 miles. \$11, 249, 173 98

Middle division.

Lockport to Utica, 66 miles.....	\$5, 014, 468 58
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Western division.

Utica to mouth of Illinois, 227 miles	1, 953, 600 00
---	----------------

Total	18, 217, 242 56
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A smaller subdivision might be made, as follows :

1. Chicago to Lockport, 29 miles.....	\$11, 249, 173 98
2. Lock No. 1 to lock No. 8, (Joliet lake,) 7 miles	2, 095, 546 53
3. Lock No. 8, to Marseilles, 40 miles	1, 296, 806 77
4. Marseilles to Ottawa, 6 miles	938, 380 75
5. Ottawa to La Salle, 17 miles.....	683, 734 53
6. La Salle to mouth of the river, 223 miles	1, 953, 600 00

Total	18, 217, 242 56
-------------	-----------------

These sums include contingencies for damages, &c. The works for this canal are proposed to be plain and substantial structures, and material is attainable for them along the line. Such lumber as may be required from a distance is constantly passing along the Illinois and Michigan canal and the Illinois river, during periods of navigation.

All of which is respectfully submitted.

I am, very respectfully, your obedient servant,

JAMES WORRALL,
Civil Engineer, Assistant.

To J. H. WILSON, *Brevet Major General,*
WM. GOODING, *U. S. Civil Engineer,*
Board of Engineers.

APPENDIX.

Very soon after Illinois became a State, steps were taken to secure the construction of a canal "between the navigable waters of the Illinois river and Lake Michigan;" and as early as 1822, Congress authorized the State "to survey and mark through the public lands of the United States the route of the canal connecting the Illinois river with the southern bend of Lake Michigan;" and ninety feet of land on each side of said canal was reserved from sale for canal purposes. This reserve was, doubtless, made mainly for the purpose of future enlargement, as it was not to be supposed that the State in its infancy would make an improvement of sufficient capacity to meet the wants of the country when its resources should be developed.

A board of commissioners was appointed and instructed to have the route of the canal surveyed and the cost of the work estimated, and report the same to the legislature. In 1825, five plans and estimates were submitted by the commissioners, the estimates varying from \$639,000 to \$716,000.

In 1827 Congress granted to the State of Illinois every alternate section of land lying within five miles of the contemplated canal on each side, the grant amounting to about 284,000 acres.

In 1842 an additional grant of lands, amounting to 5,760 acres, was made in

lieu of lands sold by the United States within the limits of the original grant, before the location of the State had been approved.

In 1854 an additional grant of lands for the same object was made by Congress, consisting of over 32,000 acres, it having been determined that the State was entitled to more lands by this amount than were selected under the act of 1827.

It will thus be seen that Congress has, by successive acts through a long series of years, recognized the importance of the Illinois and Michigan canal.

In 1829 a new board of canal commissioners was authorized by the State legislature to commence the construction of the canal, and to dispose of the lands granted by Congress to provide means to carry on the work.

In 1830 surveys were made by a party of engineers acting under the orders of the War Department. Their investigations, however, were mostly confined to the practicability of the canal, supply of water, &c.

In 1833 other surveys and estimates were made under the authority of the State, and the engineer estimated the cost of construction of a canal forty feet wide and four feet deep, at \$4,043,000. It was not, however, until 1836, that efficient measures for the prosecution of the work were adopted. A new board of canal commissioners was then organized with authority to construct the canal, Mr. William Gooding appointed engineer, an accurate survey made, and estimates furnished by him of the probable cost of a canal sixty feet wide at surface, thirty-six feet at bottom in earth excavation, and forty-eight feet in rock, and six feet deep.

The estimate of the entire cost of such a canal was \$8,654,000. Portions of the work were put under contract in June of that year, and fair progress was made on the whole line until 1841, when, for the want of adequate means on the part of the State, the work was gradually suspended until March, 1843, when all operations ceased.

In February, 1843, the law under which the canal was completed by the board of trustees, known as the "trust law," was passed, and the canal finished and brought into use in the spring of 1848. It was not, however, until July, 1845, that any work was done under that law.

The capacity of the canal, as completed by the canal trustees, is the same as that upon which it was commenced in 1836, but the plan of the Summit division was changed to bring the cost within the means provided for its completion. The original plan was to cut down the summit between Lake Michigan and Lockport, and draw through this "deep cut" a supply of water from the lake sufficient for canal purposes.

Instead of this, the present canal was finished for about twenty-six and a half miles on a level averaging nine feet above the original bottom, and water supplied for the summit by the Calumet feeder, sixteen and a half miles long, and by pumping works at Bridgeport, which the present excessively dry season have furnished the main supply from Chicago to Channahon, some forty-five miles.

The abandonment of the original plan of the "deep cut" also involved the necessity of constructing the Kankakee feeder, which is received into the canal just above the junction of the Kankakee and Des Plaines river.

The amount of money expended in the construction of the present canal, its feeders, and appendages, is as follows :

By canal commissioners, from 1836 to 1843.....	\$4, 979, 903 74
By canal trustees, from 1845 to 1848.....	1, 429, 606 21
Total.....	<u>6, 409, 509 95</u>

Tabular statement, to accompany the report of the survey, &c.—Continued.

EASTERN DIVISION—BRIDGEPORT TO LOCKPORT.

Miles.	Miscellaneous.	Amount.	Total.
1st-29th	1,500,000 cubic yards of spoil bank, at 20 cents	\$300,000 00	\$10,226,521 80
	Inlet and pivot bridge.....	60,000 00	
	Spills, culverts, and recess pools.....	10,000 00	
	Regulating weir	75,000 00	
	Grubbing and clearing.....	20,000 00	
Total.....	10,226,521 80

MIDDLE DIVISION—LOCKPORT TO UTICA.

30th .....	.....	.....	205,111 30
31st	Weir, &c.....	4,000 00	197,733 10
32d .....	.....	.....	371,405 95
33d .....	.....	.....	136,500 00
34th	Guard lock	140,000 00	} 454,250 00
	1,500 cubic yards of vertical wall, at \$5	7,500 00	
35th	5,000 cubic yards of vertical wall, at \$5	25,000 00	} 272,303 60
	15,000 cubic yards of embankment, at 60 cents	9,000 00	
36th .....	.....	.....	267,738 35
37th .....	.....	.....	319,548 50
38th-41st.....	No local expenditure.....	.....	.....
42d .....	.....	.....	200,900 00
43d-53d.....	No local expenditure.....	.....	.....
54th	Short canal	98,320 00	409,120 00
55th-61st.....	No local expenditure.....	.....	.....
62d .....	.....	.....	201,480 00
63d-75th.....	No local expenditure.....	.....	.....
76th .....	.....	.....	47,866 75
77th .....	.....	.....	90,337 75
78th .....	.....	.....	48,793 75
79th .....	.....	.....	247,215 25
80th .....	.....	.....	224,058 00
81st .....	.....	.....	59,502 75
82d .....	.....	.....	184,675 00
83d-91st.....	No local expenditure.....	.....	.....
92d .....	.....	.....	142,329 00
93d .....	.....	.....	51,250 25
94th	20,000 cubic yards of embankment, at 30 cents	6,000 00	213,611 50
95th	54,000 cubic yards of embankment, at 30 cents	16,200 00	213,477 00
Total.....	.....	.....	4,558,607 80

WESTERN DIVISION—UTICA TO THE MOUTH OF ILLINOIS RIVER.

96th-122d.....	No local expenditure .....	.....	.....
123d .....	.....	.....	320,000 00
124th-136th.....	No local expenditure .....	.....	.....
187th .....	.....	.....	298,500 00
188th-246th.....	No local expenditure .....	.....	.....
247th .....	.....	.....	302,500 00
248th-275th.....	No local expenditure.....	.....	.....
276th .....	.....	.....	330,000 00
277th-317th.....	No local expenditure.....	.....	.....
318th .....	.....	.....	525,000 00
319th-322d.....	No local expenditure .....	.....	.....
Total.....	.....	.....	1,776,000 00

RECAPITULATION.—Eastern division—Bridgeport (Chicago) to Lockport, 29 miles, \$10,226,521 80; middle division—Lockport to Utica, 66 miles, \$4,558,607 80; western division—Utica to mouth of Illinois river, 227 miles, \$1,776,000; 10 per cent. additional for contingencies, \$1,656,112 96; total, \$18,217,242 56.

STYLE OF NAVIGATION.—Eastern division—Independent canal, 29 miles. Middle division—Independent canal, 18 miles; slackwater, 48 miles. Western division—Slackwater, 227 miles. Total miles of independent canal, 47; total miles of slackwater, 275; total miles of improvement, 322.

SUFFERING SOLDIERS IN ALASKA.

LETTER

FROM

THE SECRETARY OF WAR,

IN ANSWER TO

*A resolution of the House of Representatives of the 22d instant, relative to
alleged suffering of United States soldiers in Alaska.*

JANUARY 27, 1868.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT,
Washington City, January 25, 1868.

SIR: In answer to the resolution of the House of Representatives, dated January 22, respecting suffering from cold and hunger, which it is alleged has happened to our soldiers at Alaska, I have the honor to send herewith a report from the Adjutant General, of January 25, containing all the information on the subject which the files of the department afford.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

HON. SCHUYLER COLFAX,
Speaker of the House of Representatives.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, January 25, 1868.

SIR: In reply to your instructions of the 23d instant, directing a report to be made in relation to suffering of United States soldiers from cold and hunger at Alaska, I have the honor to report that no despatches have been received at this office, or headquarters armies United States, from any source, showing that such is the case.

I enclose, herewith, a copy of the report of Brevet Major General J. C. Davis, commanding district of Alaska, wherein no complaint is made in regard

to military supplies, also a slip from one of yesterday's public journals, from which it would appear that the reports in relation to the suffering condition of our soldiers at Alaska are without foundation.

I am, sir, very respectfully, your obedient servant,

E. D. TOWNSEND,
Assistant Adjutant General.

Hon. E. M. STANTON,
Secretary of War.

HEADQUARTERS MILITARY DISTRICT OF ALASKA,
New Archangel, A. T., November 12, 1867.

MAJOR: I have the honor to submit the following official report of the expedition of United States troops under my command, designated to occupy Russian America, now the military district of Alaska; also, such incidents worthy of record as have occurred since our arrival here:

The steamer John L. Stevens, with the command and stores on board, left the wharf at San Francisco on the evening of the 25th of September. Owing to the dense fog which prevailed during the afternoon, the vessel was compelled to anchor near Alcatraz, where she remained until the next morning. The voyage was resumed at daylight the 26th, and with fair wind and weather Cape Flattery, the entrance to Puget sound, was reached during the forenoon of the 30th, and the anchorage at Esquimalt, near Victoria, about eight o'clock in the evening of the same day. During the forenoon of the 31st I made the visit required by etiquette upon the English officials at Victoria, and was courteously received by them.

The same afternoon the steamer resumed the voyage for Nanimo, at which place it was intended to take in coal sufficient for the remainder of her trip and return. In attempting to reach the wharf at this place on the morning of the 1st of October the vessel got aground, where she remained until the next day. On the 2d coaling was commenced and continued until the morning of the 6th, when the voyage was again resumed through the Straits of St. John until we reached the ocean at Dixon's entrance, near the north end of Vancouver's island. Our whole passage through the sound was exceedingly pleasant, but the ocean part of it, north of Vancouver's island, was very rough, quite enough to admonish us that the staunchest built ships only should be used in navigating this part of our coast at this season of the year. The harbor of New Archangel was reached the 9th, but the ship was only able to get to her proper anchorage on the morning of the 10th. The following day I went ashore and called upon Prince Maksoutoff, the Russian governor, and was politely received by him. During the interview I made arrangements for the landing of our animals upon one of the little islands in the harbor. The animals were landed during the two succeeding days in small boats or flats. The troops were detained on the vessel, in accordance with my instructions, patiently awaiting the coming of the commissioners of transfer, until the morning of the 18th, when the pleasing intelligence of their safe arrival was announced throughout the harbor and town. I lost no time in calling upon the commissioners and informing them of my readiness to take any part in the ceremonies of transfer they might desire; also, urged as much despatch in making the transfer as was compatible with their duties. It was soon decided to make the transfer the same evening, (the 18th.) The troops were soon and easily landed in small boats, mostly furnished and manned from the ships of war lying in the harbor. These ships were the Ossipee, Resaca, and Jamestown, commanded by Captains Em-

mons, Bradford, and McDougal. The troops were formed near the flagstaff bearing the imperial flag of Russia, in front of the governor's house. The Russian troops were shortly afterwards formed on the same ground. At four o'clock p. m., the time agreed upon by the commissioners, the Russian flag was lowered, the troops of both nations coming to a present arms, and the artillery of both nations firing a salute, the Americans leading off. A few minutes after our national flag was run up and saluted in like manner, the Russians taking the lead. Thus ended the ceremonies. The territory and dominion of Russian America were formally declared ours. Next came the business of designating the property which should be turned over with the territory. On the morning of the 20th a number of buildings of different kinds were pointed out by the commissioners as United States property, and on the morning of the 21st we commenced landing our stores. Owing to the refusal of the commander of the steamer John L. Stevens to lay his vessel alongside of the wharf, the discharging of her freight had to be done by lighters and small boats. Eleven or twelve days were consumed in unloading the vessel, notwithstanding I furnished every day a large detail of men of the command to assist. In settling the question of demurrage, I refused to give a certificate allowing demurrage for any part of this time, being satisfied that the ship could have laid at the wharf with as much safety as where she did lay, and that she could have been unloaded with greater facility and much quicker at the wharf. I think there is a disposition on the part of some ship-masters, who have been up here recently, to disparage this harbor by giving it a bad name. The storm which blew here on the night of the 26th ultimo was an unusual one. I am informed that it was the severest that has been experienced here in forty years. Considerable damage was done to some of the ships in the harbor, but I am satisfied that most of it was the result of negligence and want of proper outfit for the vessels in the way of anchors, chains, &c. The harbor, take it in all respects, is a very good one, and with ordinary care in the management of a vessel there is no danger in lying at the government wharf. The water is not deep enough at low water for large vessels; this is the only difficulty. The commissioners turned over to us some eleven or twelve buildings in all. Several of them were only sheds, which could be made useful only for temporary shelter for stores. I think many more houses should have been considered United States property, but it was the business of the commissioners to decide these questions, not mine. The business of getting possession of them devolved upon me to a great extent, and I have had considerable trouble in the performance of this unpleasant duty. The barracks for the troops were given up in good season, but a large and much needed storeroom is still nearly all occupied by the "Russian-American Company." It is much needed for our commissary stores. By dint of perseverance, in which both officers and men have shown a commendable degree of zeal and industry, we are now, I am happy to report, quite comfortably quartered. The reputation of this place for raining, snowing, and sleeting, has been fully verified since our arrival. The amount of work that can be accomplished per day in this climate is much less probably than in any other on the continent. The summer months may prove more favorable to our operations, and on this account I would like to respectfully suggest the advantages of sending the troops designed for this district as early next spring as expediency will admit. The Indians inhabiting the little village just outside of the palisades protecting the town number, from what I can learn, about twelve hundred in all. They are at present at peace, but have the reputation of being very hostile and insolent. They fear the Americans and look with considerable mistrust upon us. I have been compelled to arrest several of them for thieving, &c. Notwithstanding they evidently fear us, they frequently boast that they can and will whip us some day. I have been too much engaged to inquire about the Indian tribes beyond this vicinity.

The sailing vessel Czarowitch leaves for San Francisco to-day, giving us an opportunity to write. I forwarded by the Stephens all our monthly reports and papers due up to the last of October.

I am, very respectfully, your obedient servant,

JEFF. C. DAVIS,
Brevet Major General Commanding.

Major J. P. SHERBURNE,
*Adjutant General Department of California,
San Francisco, California.*

Official : ROBERT N. SCOTT,
*Brevet Lieutenant Colonel U. S. A.,
Acting Assistant Adjutant General.*

Official : E. D. TOWNSEND,
Assistant Adjutant General.

Extract from a despatch, dated January 24, from San Francisco, to the Washington Star.

The latest advices from Alaska, to December 20, mention no suffering among the troops ; but, on the contrary, represent all well.

The congressional resolution of inquiry, which reports the troops in want of accommodations, provisions, and suffering from the extreme cold weather, creates surprise here.

CONTINGENT FUND OF THE TREASURY DEPARTMENT.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Annual statement of the expenditures of the contingent fund in his department.

JANUARY 29, 1868.—Referred to the Committee on the Expenditures in the Treasury Department and ordered to be printed.

TREASURY DEPARTMENT, *January 27, 1868.*

SIR: In compliance with the requirements of the twentieth section of the act of August 26, 1842, I have the honor to transmit sundry reports from this office, and the bureaus attached thereto, showing the state of the contingent fund of those offices for the fiscal year ending June 30, 1867.

I am, very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

The SPEAKER of the House of Representatives.

The sailing vessel Czarowitch leaves for San Francisco to-day, giving us an opportunity to write. I forwarded by the Stephens all our monthly reports and papers due up to the last of October.

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H. McCULLOCH,
Secretary of the Treasury.

The SPEAKER of the House of Representatives.

General statement of the condition of the fund appropriated for contingencies for the office of the Secretary of the Treasury, as required by the twentieth section of the act of Congress August 26, 1842.

STATE OF APPROPRIATION.

Amount in treasury, June 30, 1866.....	\$32,700 00
Amount in disbursing agent's hands, June 30, 1866	2,477 81
Amount of appropriation July 23, 1866	50,000 00
	<hr/>
	85,177 81
	<hr/>
Amount to credit of appropriation, June 30, 1867.....	\$47,743 89
Amount with disbursing agent June 30, 1867.....	3,344 15
Expenditures from July 1, 1866, to June 30, 1867.....	34,089 77
	<hr/>
	85,177 81
	<hr/>

Statement of the contingent expenses in the office of the Secretary of the Treasury from June 30, 1866, to June 30, 1867.

To whom paid.	For what object.	Amount.
M. A. Watson	Clothes racks.....	\$7 80
A. Jardin.....	Flowers, &c	43 50
A. T. Stewart & Co	Carpet	16 30
Adams Express Company..	Transportation	11 70
Hudson Taylor	Appleton's Railroad Guide.....	40
G. B. McCartee.....	Freight and hack-hire, &c.....	14 75
Franck Taylor	Bouvier's law dictionary, 2 vols	10 00
New York Price Current ..	Subscription.....	9 25
Washington and Georgetown Railroad Company.	Fare tickets.....	6 15
A. T. Stewart & Co.....	Crash towelling.....	15 50
Adams Express Company..	Transportation	50 05
G. M. Wight	Office furniture	368 00
R. J. Powell	Enrolling North Carolina Cherokee Indians.	\$1,392 80
	Tax	16 29
		<hr/>
		1,376 51
Washington city post office.	Foreign postage	47 00
A. T. Stewart & Co.....	Mats	62 76
J. C. McGuire & Co	Books	8 75
W. S. Thompson	Drugs, brushes, sponge, &c	11 60
National Intelligencer.....	Subscription, 2 copies	68 00
National Intelligencer	Subscription, 2 copies	16 00
J. Disturnell.....	10 United States Registers and Census	17 50
Western Union Telegraph Company.	Despatches.....	220 07
Cincinnati Commercial	Subscription	12 00
Philp & Solomons	Books	52 50
W. S. Mitchell	Matting, oil cloth, &c.....	175 63
H. Blau	Upholstering, services, &c.....	138 75
Bankers and Brokers Telegraph Company.	Despatches	50
Andrew Sessford	Flour, eggs, cotton, &c.....	15 92
Insulated Lines Telegraph Company.	Messages	4 87
G. B. McCartee.....	Stamp	12 50
A. T. Stewart & Co.....	Gimp and padding	16 92
Kelly & Ward.....	Horse-shoeing	28 00
Henry Cook	Upholstering, brushes, screws, &c..	59 04
G. M. Wight	Office furniture	136 50

Statement of the contingent expenses, &c.—Continued.

To whom paid.	For what object.	Amount.
Binders' roll	Services month of January	\$485 07
	Less, tax	10 02
		\$475 05
J. W. Boteler & Co.	Spittoons, looking-glass, &c., &c.	98 87
Metropolitan Railroad Com- pany.	Fare tickets	5 00
Thomas W. Miller	Stove, pipe, elbows, selling stove, &c.	16 00
Washington and George- town Railroad Company.	120 car tickets	6 15
P. White & Co.	Tumblers, soap, dusters, brooms, &c.	177 95
W. W. Farr	Calendar clocks	85 00
Peter Cassidy	5 days' work on chairs	15 00
	Tax	27
		14 73
F. & J. Rives	Congressional Globe and Appendix	25 00
G. B. McCartee	Hack-hire, telegram	6 10
Maria Mann	Life of Horace Mann, 2 vols	5 40
J. J. Knox	Expenses to Philadelphia on official business.	20 06
E. A. Watson	Extra services	100 00
	Tax	5 00
		95 00
National Republican	Advertising proposals for coal and wood.	28 00
National Republican	Advertising notice, death of General Cass.	5 00
National Republican	Advertising regulations, United States stocks.	184 00
Boston Post	Subscription	10 00
A. W. Scharit	Expenses to New York on official business.	46 40
	Tax	2 32
		44 08
A. T. Stewart & Co.	Brussels carpet	935 66
Western Union Telegraph Company.	Despatches	33
Western Union Telegraph Company.	Despatches	161 19
Michael Garvin	Hack-hire, cart, &c.	4 00
D. A. Whitbrand	Repairing silver ice pitcher	3 00
G. W. Paschal	Paschal's Annotated Digest	15 00
W. E. Cunningham	Lloyd's map of the United States	4 00
Cruit & Campbell	Portables, astral shades, &c.	39 00
Francis Lamb	Repairing frames, &c.	27 50
Bankers and Brokers' Tele- graph Company.	Telegram	50
E. L. Dickinson	Portrait and emancipation picture	40 00
Washington and George- town Railroad Company.	120 car tickets	6 15
Metropolitan Railroad Com- pany.	Fare tickets	5 00
W. E. Cunningham	Map of North America	4 00
Pottier & Stymus	Chairs	172 00
Michael Garvin	Freight on boxes	11 47
Daily Intelligencer	Advertising monthly statement	36 00
Daily Intelligencer	Advertising proposals for coal	6 00
Daily Intelligencer	Advertising proposals for coal and wood.	42 75
Daily Intelligencer	Advertising	32 50
Binders' roll	Services month of February	461 07
	Less tax	8 82
		452 25
H. Blau	Repairing matting and laying carpets	93 90

Statement of the contingent expenses, &c.—Continued.

To whom paid.	For what object.	Amount.
Adams Express Company..	Transportation.....	\$69 50
Adams Express Company..	Transportation	32 25
Washington and George- town Railroad Company.	360 car tickets	18 45
A. T. Stewart & Co.....	Crash towelling.....	16 81
Kelly & Ward	Horse-shoeing	10 40
Insulated Lines Telegraph Company.	Messages	3 70
Franck Taylor	Books, maps, &c.....	284 90
P. Sullivan	Services as laborer month of Febr'y.	30 00
	Less tax	1 50
		28 50
A. T. Stewart & Co.....	Carpet.....	480 05
A. T. Stewart & Co.....	Padding and gimp	29 73
Henry Cook	Recaning and covering chairs.....	58 80
Johnson's Rot. Lock Com- pany.	O, D, B, locks	21 00
G. B. McCartee.....	Freight and fare tickets	21 83
National Republican.....	Subscription.....	1 95
Pottier & Stymus.....	Stools, chairs, cases, &c.....	126 50
Copper & Fry	Bookbinders' stock.....	455 66
W. S. Mitchell	Carpeting, matting, &c.....	131 27
Metropolitan Railroad Com- pany.	Fare tickets	5 00
Philp & Solomons.....	Books	244 26
Western Union Telegraph Company.	Despatches.....	199 34
D. J. Abbott	Mileage to Boston on official business.	93 20
	Less tax	4 66
		88 54
Cleveland Leader.....	Subscription.....	10 00
D. Hodgman.....	Black cape, India-rubber	6 50
A. T. Stewart & Co.....	Towels	19 27
A. T. Stewart & Co.....	Velveteen	24 00
John Bell		25 00
	Less tax	1 25
		23 75
W. W. Farr.....	Clocks.....	95 50
Constitutional Union	Advertising state of receipts and ex- penses	15 75
Constitutional Union	Advertising circular, &c.....	7 50
Constitutional Union	Advertising proposals for coal	3 00
Insulated Lines Telegraph Company.	Messages	2 10
De Bow's Review	Subscription.....	6 00
Washington city post office.	Foreign postage	46 96
G. M. Thompson.....	1 copy of Farrugut and Our Naval Commanders.	5 50
Kneessi & Norfleet.....	Mail bags.....	18 00
H. Blau.....	Making and laying carpets, &c.....	68 38
Kelly & Ward.....	Horse-shoeing, &c.....	11 20
John Connor.....	Repairing harness.....	36 60
H. B. Dawson.....	Historical Magazine.....	5 00
Patrick Sullivan.....	Services as laborer, month of March	\$30 00
	Less tax	1 50
		28 50
Polly Hawkins.....	Washing towels	40 00
James T. Adams	Regulating clocks, &c.....	50 00
	Less tax	2 50
		47 50
Binders' roll	Services for month of March.....	477 07
	Less tax	4 41
		472 66
Boston Commercial Bulletin.	Subscription	4 00

Statement of the contingent expenses, &c.—Continued.

To whom paid.	For what object.	Amount.
Bankers & Brokers Telegraph Company.	Despatches.....	\$19 96
A. E. Chamberlain.....	Stamps and letters.....	623 20
W. S. Thompson.....	Hair brushes and combs.....	12 75
P. White & Co.....	Brooms, matches, soap, pans, &c.....	50 95
A. T. Stewart & Co.....	Upholstery.....	45 24
Daily Republican.....	Subscription for 6 months.....	4 00
G. B. McCartee.....	Expenses to New York and Philadelphia on official business.	61 50
Adams Express Company..	Express charges.....	45 15
New York Daily Times...	Subscription.....	12 00
J. W. Boteler & Brother..	Pitchers, spittoons, buckets, tray, &c.....	98 75
John McDermott & Brother.	Repairing carriage, &c.....	77 35
G. M. Wight.....	Office furniture.....	42 50
W. W. Burnett.....	Internal revenue stamps.....	1 50
H. B. Dawson.....	Historical Magazine.....	18 00
Daily Chronicle.....	Advertising proposals for coal.....	4 00
Metropolitan Railroad Company.	Fare tickets.....	10 00
Washington and Georgetown Railroad Company.	360 car tickets.....	18 45
Barber & Shertger.....	2 horses.....	550 00
W. H. Boyd.....	20 copies Washington City Directory.....	60 00
New York Evening Post...	Subscription for 2 copies.....	24 00
D. W. Middleton.....	Fees for copies of Opinion, &c.....	2 50
A. T. Stewart.....	Huck towels.....	86 95
Insulated Lines Telegraph Company.	Messages.....	4 41
Bankers and Brokers Telegraph Company.	Telegrams.....	8 00
Daily Chronicle.....	Subscription.....	12 00
H. C. Harmon.....	Expenses to Philadelphia on official business.	43 50
Western Union Telegraph Company.	Messages.....	380 98
John McDermott & Brother.	Repairing carriage.....	35 50
Adams Express Company..	Express charges.....	25 85
J. Disturnell.....	1 copy of Influence of Climate, &c.....	4 00
J. W. Boteler & Brother...	Mats, trays, brooms, ladders, &c.....	58 75
Binders' roll.....	Services for month of April.....	\$465 07
	Less tax.....	3 81
		461 26
Henry Cook.....	Recaning and covering chairs.....	60 00
Harnden's Express Company	Freight.....	80
French & Richardson.....	Subscription, 4 Reviews, and 1 Blackwood.	15 00
Michael Garvin.....	Freight and telegrams.....	11 69
P. White & Co.....	Matches, soap, dusters, basket, &c.....	28 85
Philadelphia Local Express Company.	Freight.....	1 90
Julia O'Shea.....	Hemming 120 towels.....	15 00
M. A. Clancey.....	Expenses to New York on official business.	113 59
M. A. Clancey.....	Mileage from New York to Concord, New Hampshire, and return.....	61 20
	Less tax.....	3 06
		58 14
R. Sutton.....	Reporter, 2 vols.....	12 00
W. W. Farr.....	3 clocks.....	170 00
George C. Shaeffer.....	Expenses to New York on official business.	27 00
John N. Budlong.....	1 volume Baker's History Secret Service.	5 00

Statement of the contingent expenses, &c.—Continued.

To whom paid.	For what object.	Amount.
R. H. Andrews & G. W. Sharretts.	Book of Calculations of Salaries.....	\$500 00
Western Union Telegraph Company.	Despatches.....	126 06
H. C. Harmon.....	Expenses to New York on official business.	78 20
W. S. Thompson.....	Drugs, brushes, combs, &c.....	24 10
A. T. Stewart & Co.....	Washing 6 curtains.....	4 50
Washington Chronicle.....	Subscription.....	12 00
H. Blau.....	Sewing and laying carpets, &c.....	89 65
Washington Chronicle.....	Advertising statement of receipts and expenditures.	20 00
Bankers and Brokers' Telegraph Company.	Telegrams.....	1 03
Kelly & Ward.....	Liniment and shoes.....	8 50
J. W. Boteler & Brother...	Brushes, bowls, water-cooler, &c...	42 65
Metropolitan Railroad Company.	10 packs fare tickets.....	10 00
Michael Garvin.....	Fare tickets.....	18 46
Binders' roll.....	Services for month of May.....	\$485 07
	Less tax.....	4 81
		480 26
P. White & Co.....	Matches, tacks, brooms, dusters, &c.....	46 40
D. W. Middleton.....	Fees for copy of Opinion, &c.....	10 00
Benjamin Carr.....	History of France, 3 volumes.....	20 00
Henry Cook.....	Recaning and covering chairs.....	8 75
Henry Cook.....	Covering and recaning chairs.....	14 25
H. S. Safford.....	Expenses to Baltimore and return...	6 00
Western Union Telegraph Company.	Bill for month of May.....	186 90
C. B. Chittenden.....	2 copies Graham's City Directory...	12 00
Johnson's Rot. Lock Company.	12 D, 2.....	48 00
W. H. & O. H. Morrison...	Books, &c.....	261 50
S. E. Middleton.....	Expenses to and from New York city.	46 40
	Less tax.....	2 32
		44 08
L. R. Tuttle.....	Expenses to New York on official business.	46 40
	Less tax.....	2 32
		44 08
Metropolitan Railroad Company.	Fare tickets.....	10 00
W. J. Tolson.....	Silver fork and spoon, knives.....	4 50
Secombe Manufacturing Company.	3 ribbons.....	6 00
Henry Cook.....	Recaning and covering chairs.....	9 15
P. White & Co.....	Soap.....	10 00
A. T. Stewart & Co.....	Upholstery.....	14 10
Washington City Post Office	Foreign postage.....	36 59
Secombe Manufacturing Company.	Brass dater, G, and casing.....	40 25
T. M. C. Ambruster.....	Architectural sketch book, folio, Berlin.	45 54
C. W. Boteler & Brother...	Thermometers, fans, spittoons, &c...	51 00
L. H. Schneider.....	Upholsterer's trimmings, &c.....	112 78
W. S. Mitchell & Co.....	Matting.....	317 92
Insulated Lines Telegraph Company.	Messages.....	1 48
Insulated Lines Telegraph Company.	Messages.....	6 03
John Bell.....	Sealing ship registers.....	25 00
	Less tax.....	1 25
		23 75

Statement of the contingent expenses, &c.—Continued.

To whom paid.	For what object.		Amount.
Binders' roll.....	Services for month of June	\$469 07	
	Less tax	4 01	
			\$465 06
F. A. Lutz.....	Bridle, cover, &c.....		12 75
United States Telegraph Company.	Telegrams		101 45
Cruitt & Campbell.....	Astralshades, burners, and chimney, &c.....		15 00
American Telegraph Company.	Messages		75 08
G. B. McCartee.....	Mileage to and from New York and Troy, &c.....	3 82	88 90
L. J. Middleton & Co.....	Ice		315 20
National Intelligencer.....	Subscription for 2 copies		20 00
National Intelligencer.....	Advertising proposals for stationery		52 00
American Telegraph Company.	Messages.....		41 00
Metropolitan Railroad Company.	Passenger tickets		6 00
Washington and Georgetown Railroad Company.	Car tickets.....		6 00
Henry Cook	Covering and recaning chairs.....		23 70
George Wood.....	Copy of Andros's Guide		2 10
L. H. Schneider	Silk picture cords, locks, &c.....		48 50
Mary Gray	Washing chair and sofa covers		2 75
G. B. McCartee.....	Hack-hire, &c.....		4 00
Cornelius Donovan.....	Freight and cartage.....		6 65
Adams Express Company..	Transportation		66 00
Adams Express Company..	Transportation		18 55
Evening Star	Advertising proposals for stationery	32 00	
	Advertising proposals for coal and wood.....	16 50	
			48 50
A. T. Stewart & Co.....	Barnsley duck		12 35
Insulated Lines Telegraph Company.	Message		1 85
Constitutional Union	Advertising statements, quarterly reports, &c.....		75 87
Insulated Lines Telegraph Company.	Messages.....		2 75
Washington and Georgetown Railroad Company.	Car tickets.....		6 00
Caroline Gray.....	Washing chair and sofa covers.....		2 75
P. White & Co.....	Oil, soap, alcohol, handles.....		34 80
W. H. Coleman	Copies National Republican and car fares.....		1 50
Journal of Commerce.....	Subscription.....		17 00
John Boyle.....	Window awning and frames		119 20
Neil & Warigan.....	Horse-shoeing		22 25
Alfred Hunter.....	Books and magazines		15 25
Thompson & Co.....	Drill canvas, tacks		28 95
Henry Cook	Covering chairs.....		16 20
Binders' roll.....	Services for month of July	8 82	461 07
Hudson Taylor.....	1 Annual Cyclopaedia, 1865.....		6 00
James A. Freeman	Extensive advertising, &c.....		125 00
Franck Taylor.....	Books, &c.....		342 80
Washington and Georgetown Railroad Company.	Car tickets.....		6 15
E. A. Watson.....	Cleaning carriages and harness, &c.....		30 00
Henry Cook	Covering chairs, &c.....		16 00
Messenger Franco-American	Subscription.....		10 00
Silliman's Journal.....	Subscription.....		5 00
W. E. Clover.....	Medical treatment of horse.....		5 00
American Telegraph Company.	Messages		44 47

Statement of the contingent expenses, &c.—Continued.

To whom paid.	For what object.	Amount.
American Telegraph Company.	Messages.....	\$120 64
Congressional Globe.....	Copies of Globe and Appendix.....	209 00
John McDermott & Brother	Repairing carriages, &c.....	146 50
P. Flemming.....	Livery of horses.....	140 00
Cornelius Donovan.....	Freight and expressage, combs, &c.....	9 75
A. H. Stockman.....	Parts of Rebellion Record.....	1 80
Binders' roll.....	Services for month of August.....	\$9 22 469 07
Hunt's Merchants' Magazine	Subscription.....	5 00
John A. Norton.....	Chambers's Encyclopedia.....	4 25
Insulated Lines Telegraph Company.	Messages.....	9 67
Adams Express Company..	Transportation.....	9 55
United States Army and Navy Journal.	Subscription.....	6 00
Social Science Review.....	Subscription.....	4 00
James Sheehy.....	3 volumes Smith's History of the World.	15 00
Adams Express Company..	Express charges.....	2 75
Adams Express Company..	Express charges.....	1 25
Washington & Georgetown Railroad Company.	Fare tickets.....	6 15
New York Citizen.....	Subscription.....	5 00
Adams Express Company..	Express charges.....	24 35
Adams Express Company..	Express charges.....	51 00
Webb & Beveridge.....	Ice pitcher, tray, waiter.....	17 75
Mary Gray.....	Washing chair covers.....	3 50
Geo. Ryneal, jr.....	Sponge.....	3 00
Solomon Johnson.....	Extra services sealing ship registers.....	1 25 25 00
Octavius Knight.....	Eagle rulers.....	6 00
Social Science Review.....	Subscription.....	4 00
N. H. Clement.....	Set Jefferson's Works, 9 volumes.....	18 00
C. G. Scott.....	Copy of Camp, Battle Field, and Hospital.	3 50
A. K. Williams.....	Books.....	5 50
M. B. Goodman.....	Books.....	4 00
Washington City Post Office	Foreign postage.....	41 50
Henry Cook.....	Recaning and covering chairs.....	4 20
Polly Hawkins.....	Washing towels.....	36 00
Insulated Lines Telegraph Company.	Messages.....	9 50
Binders' roll.....	Services for month of September.....	9 22 469 07
American Telegraph Company.	Messages.....	270 55
American Telegraph Company.	Messages.....	102 24
American Telegraph Company.	Telegrams.....	8 44
A. B. Mullett.....	Revenue stamp.....	50
Philp & Solomons.....	Books.....	201 00
Neil & Warrigan.....	Horseshoeing.....	18 00
Bankers' Almanac.....	Copy of The Merchants and Bankers Almanac.	2 00
Kneessi & Norfleet.....	1 set double harness.....	100 00
Binders' roll.....	Services for the month of October ..	485 07
	Less tax.....	10 02
		475 05
Western Union Telegraph Company.	Despatches.....	173 61
Western Union Telegraph Company.	Despatches.....	30 91
W. W. Farr.....	Calendar clock.....	15 00

Statement of the contingent expenses, &c.—Continued.

To whom paid.	For what object.	Amount.
A. T. Stewart & Co.....	Fringe.....	\$49 82
A. R. Shepherd & Bro.....	Burner, tube, goose-neck.....	21 50
A. H. Stockton.....	Numbers of Rebellion Record.....	1 20
Insulated Lines Telegraph Company.	Messages.....	16 29
Henry Cook.....	Recaning and covering chairs.....	32 40
Pittsburg Republican.....	Advertising proposals for stationery.....	35 00
W. W. Farr.....	Repairing clock, &c.....	8 00
Insulated Lines Telegraph Company.	Messages.....	17 08
Metropolitan Railroad Company.	Fare tickets.....	5 00
A. T. Stewart & Co.....	Gimp.....	8 46
A. T. Stewart & Co.....	Towels.....	132 50
Franck Taylor.....	Books.....	179 55
Julia O'Shea.....	Hemming towels.....	15 00
Western Union Telegraph Company.	Telegrams.....	49 30
Western Union Telegraph Company.	Telegrams.....	157 96
Adams Express Company..	Transportation.....	11 00
Daily Chronicle.....	Subscription.....	1 00
Washington & Georgetown Railroad Company.	Fare tickets.....	6 15
Mary Gray.....	Washing sofa and chair covers.....	8 00
Binders' roll.....	Services for month of November.....	\$465 07
	Less tax.....	9 02
		456 05
A. T. Stewart & Co.....	Mats.....	10 19
H. Blau.....	Sewing and laying carpets, &c.....	177 02
Cruitt & Campbell.....	Shades, holders, and burners, &c.....	27 00
Insulated Lines Telegraph Company.	Message.....	87
P. White & Co.....	Tumblers, buckets, alcohol, &c... ..	75 10
	Brooms, dusters, matches, soap, &c..	62 50
		137 60
Daily Chronicle.....	Copies Daily Chronicle for files.....	5 10
Daily Chronicle.....	Advertising notice of death of Gen. Scott and Lewis Cass.....	8 50
Daily Chronicle.....	Advertising proposals for stationery.....	52 00
Insulated Lines Telegraph Company.	Message.....	1 05
C. H. Brainard.....	1 copy of Pres't Lincoln and Cabinet.....	25 00
A. T. Stewart & Co.....	Carpets.....	196 91
Jno. McDermott & Bro....	Repairing carriages.....	173 00
Cornelius Donovan.....	Freight and express charges.....	10 55
Clara G. Scott.....	2 volumes Greeley's Conflict.....	9 00
A. T. Stewart & Co.....	Horse blankets.....	42 57
A. T. Stewart & Co.....	Padding and binding.....	16 45
A. T. Stewart & Co.....	Carpets.....	244 04
E. A. Watson.....	Washing carriages and harness.....	37 00
	Less tax.....	1 85
		35 15
G. B. McCartee.....	Hack hire and expressage and outside covering for messenger.....	50 50
Washington & Georgetown Railroad Company.	Fare tickets.....	6 15
Metropolitan Railroad Company.	Fare tickets.....	5 00
Peter Baumgras.....	Photograph copy of Last Moments of Carthage.....	20 00
S. Johnson.....	Sealing ship registers.....	25 00
	Less tax.....	1 25
		23 75

10 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Statement of the contingent expenses, &c.—Continued.

To whom paid.	For what object.	Amount.
Washington & Georgetown Railroad Company.	Fare tickets.....	\$5 13
Washington & Georgetown Railroad Company.	Fare tickets.....	5 13
A. T. Stewart & Co.....	Mats and carpets	1,136 74
Bankers & Brokers' Telegraph Company.	Telegrams	1 91
Polly Hawkins.....	Washing towels	36 00
J. T. Adams.....	Services for regulating clocks, &c..	\$50 00
	Less tax.....	2 50
		47 50
Jno. Connor.....	Repairing harness and saddle, &c..	42 45
Western Union Telegraph Company.	Despatches.....	235 00
Western Union Telegraph Company.	Despatches	76 48
W. H. & O. H. Morrison..	Books and maps	259 00
Henry Cook.....	Caning and covering chairs.....	48 60
Henry Cook.....	Caning and covering chairs.....	45 90
Insulated Lines Telegraph Company.	Messages	4 91
L. J. Middleton & Co.....	Ice.....	542 57
G. B. McCartee.....	Expenses to New York and return..	46 40
	Less tax.....	2 32
		44 08
L. H. Schneider	Hardware.....	123 94
T. W. Miller.....	Gas stove, shades, burners, &c.....	22 00
A. T. Stewart & Co.....	Mats	24 00
Webb & Beveridge.....	Crockery	33 98
New York Herald	Annual subscription, 2 copies.....	28 00
Kelly & Ward.....	Horseshoeing.....	17 50
Jno. McDermott & Bro....	Difference in bargain of wagons....	125 00
J. L. Dorwart.....	Subscription to Chronicle.....	12 58
J. L. Dorwart.....	Subscription to Daily Chronicle....	12 00
Binders' roll.....	Services for month of December....	477 07
	Less tax.....	9 62
		467 45
Adams Express Company..	Express charges.....	88 65
Jno. McManus.....	Silver likenesses of Lincoln and Sherman.	36 00
P. White & Co.....	Oil, brushes, hods, brooms, &c.....	33 05
	Total amount.....	28,133 66
October 30, 1867	Amount transferred from this account to treasury extension fund by counter warrant for work done through said extension for Secretary's office.	5,956 11
		34,089 77

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
Washington, January 8, 1868.

SIR: I have the honor to acknowledge the receipt of your letter of the 3d instant requesting an annual statement in detail of the expenditures of the contingent fund of this office, as required by the twentieth section of the act of Congress of August 26, 1842.

In reply I enclose a detailed statement of furniture, &c., supplied by the "Treasury Extension" in 1864, and paid for from the appropriation for the said "Treasury Extension," but refunded from the contingent fund of this office, October 30, 1866, in accordance with instructions from the Hon. Secretary of the Treasury. This is the only amount charged to the contingent fund of this office during the fiscal year ending June 30, 1867.

The amount of the first appropriation for the contingent fund of this office was \$50,000 under act of July 23, 1866, and the amount of said appropriation remaining on hand in the treasury June 30, 1867, was \$47,688 07, as shown by the accounts of the Register of the Treasury.

Very respectfully,

E. A. ROLLINS, *Commissioner*.

Hon. J. F. HARTLEY,
Assistant Secretary of the Treasury.

Office of Commissioner of Internal Revenue to United States Treasury Extension, DR.

For sundry furniture supplied upon requisitions from April 26, 1864, to December 31, 1864, and paid for from the appropriation for the treasury extension, the amount to be refunded from the contingent fund of that office, in accordance with instructions from the Hon. Secretary of the Treasury:

Date of requisition.	Designation.	Date of delivery.	Cost.
1864.			
April 26	2 sofas.....	June 16	\$150 00
	Matting.....	June 16	5 00
	6 arm-chairs.....	June 16	84 00
	10 revolving high chairs.....	May	75 00
	6 arm-chairs.....	May	18 00
27	1 book-case.....	Sept. 21	263 00
	1 pigeon-hole rack.....	June 16	51 26
May 20	1 standing desk.....	June 6	27 00
June 3	1 rack for newspapers.....	July 11	15 00
	Shelving for files.....		51 76
13	1 pine box.....	June 16	4 56
17	1 messenger table.....	July 7	18 00
July 2	2 large desks.....	Nov. 5	694 61
	Alterations in desks.....	July 11	2 00
9	2 messenger's tables.....	July 11	36 00
19	1 gun rack.....	Aug. 8	44 75
Aug. 5	Locks and partitions.....	Aug. 5	2 83
	1 partition with apartments for books.....	Not complet'd	-----
18	1 pine chest for guns.....	Aug. 23	28 90
Sept. 3	1 step-ladder.....	Sept. 6	7 80
6	6 foot-stools.....	Sept. 8	5 20
8	10 boxes for stamps.....	Sept. 8	3 66
9	Shelving for files.....	Sept. 20	28 25
	20 foot-stools.....	Sept. 13	11 06
13	3 spittoons.....	Sept. 13	5 25

12 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Office of Commissioner of Internal Revenue, &c.—Continued.

Date of requisition.	Designation.	Date of delivery.	Cost.
1864.			
Sept. 21	3 double desks.....	Not made.	-----
26	2 boxes.....	Sept. 27	\$19 55
29	Cover to table.....	Sept. 30	3 55
17	3 double desks.....	Nov. 5	163 00
	3 single desks.....	Oct. 15	114 00
	1 standing desk.....	Not made.	-----
Oct. 4	Pigeon-hole rack.....	Oct. 27	201 00
7	1 pine box.....	Oct. 8	75
8	9 boxes.....	Oct. 14	4 62
21	71 locks for drawers.....	Nov. 19	97 13
23	2 boxes.....	Oct. 27	3 18
29	Pigeon-hole rack.....	Not done.	-----
Nov. 1	4 foot-stools and 3 platforms.....	Nov. 15	16 72
11	1 table.....	Nov. 15	38 00
26	1 box.....	Nov. 29	1 79
29	3 spittoons.....	Nov. 29	5 25
Dec. 10	2 drawers for desk.....	Not done.	-----
30	6 rubber spittoons.....	Dec. 30	10 50
			<hr/> 2,311 93

Received payment.

A. F. RANDALL.

ISAIAH ROGERS.
Supervising Architect.

Office of Commissioner of Internal Revenue to United States Treasury Extension, December 31, 1864.

Furniture, \$2,311 93.

Respectfully referred to the First Auditor for settlement and remittance of \$2,311 93 (or the amount found due herein) from the contingent fund of the office of Commissioner of Internal Revenue to the credit of the United States Treasury Extension, Washington, D. C.

G. W. HARRINGTON.

TREASURY DEPARTMENT, *March 6, 1865.*

Statement of the condition of the appropriation for the contingent expenses of the Office of Internal Revenue June 30, 1867.

First appropriation, act July 23, 1866.....	\$50,000 00
Amount expended during the fiscal year ending June 30, 1867, as per statement annexed.....	2,311 93
Amount of appropriation undrawn June 30, 1867.....	<hr/> 47,688 07 <hr/>

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
Washington, January 9, 1868.

SIR: As required by the twentieth section of the act of Congress of August 26, 1840, I have the honor to submit through you to the Congress of the United States a statement showing the state of the appropriation for contingent expenses of this office at the close of the fiscal year ending June 30, 1867, and also a detailed statement of the expenditures paid from said appropriation during the fiscal year ending June 30, 1867.

Very respectfully,

H. R. HULBURD,
Comptroller.

Hon. H. McCulloch,
Secretary of the Treasury.

*State of appropriation for contingent expenses Office of the Comptroller of
the Currency at close fiscal year June 30, 1867.*

Unexpended balances of former appropriations remaining on hand July 1, 1866.	\$6,433 02
Appropriation for fiscal year ending June 30, 1867.....	5,000 00
	<hr/> 11,433 02
Amount expended during fiscal year ending June 30, 1867, as per detailed state- ment below.....	<hr/> \$5,710 78
Balance on hand July 1, 1867, in hands of disbursing clerk.....	\$156 58
Balance on hand July 1, 1867, in United States treasury.....	5,565 66
	<hr/> 5,722 24
	<hr/> 11,433 02

Statement of the contingent expenses of the Office of the Comptroller of the Currency for fiscal year ending June 30, 1867.

Date	To whom paid.	For what purpose.	Amount.
1866.			
Aug. 2	Victoria Burns	Cleaning offices for month of July, 1866	\$25 00
Aug. 28	John Boyle, (Palmer Tent Works)	Five window awnings and frames	54 00
July 24	John Hopley	Services as clerk eight weeks	100 00
18	William S. Mitchell	Carpet, \$366 63; matting; \$15; oil-cloth, \$8 50	380 13
Aug. 6	Daily Constitutional Union	Advertising notice, claims against Merchants' National Bank Washington	45 00
Sept. 10	John Bull, bank examiner	Mileage from New York to Vicksburg, Mississippi, and thence to Washington, \$218 56; examination of three national banks, \$200	418 56
1	H. Blair	One chair cushion	4 50
7	James Sheeley	Four volumes Annual Cyclopædia, at \$9	36 00
3	Victoria Burns	Cleaning offices during month of August, 1866	25 00
Aug. 27	N. W. Burchell	Bill of soap, buckets, whisks, &c.	5 12
July. 19	R. C. Fox, Cashier American Telegraph Co.	Three telegrams	2 83
Oct. 16	F. & J. Rives	Daily Globe, 39th Congress, 2 copies	20 00
1	Victoria Burns	Cleaning offices during month of September, 1866	25 00
Sept. 29	J. H. & S. Chareman	Express wagon, delivering mails at Post Office, 2 days	1 50
14	W. G. Murtagh & Co., National Republican	Advertising notices about Merchants' National Bank, Washington	81 50
Dec. 20	John Weaver	Express wagon, delivering mails at Post Office	2 00
31	L. Middleton & Co.	Bill of ice from July 1 to 31st December	62 80
31	Victoria Burns	Cleaning offices during month of December	25 00
Nov. 26	Western Union Telegraph Company	Telegrams to bank examiners	7 30
Dec. 12	James Sheeley	One volume Annual Cyclopædia	9 00
16	H. Blair	Sewing and laying carpets	52 33
22	G. M. Powell & Co.	One picture, Voters for Constitutional Amendment	10 00
5	Washington & Georgetown Railroad Co.	Sixty fare tickets	3 08
5	J. H. & S. Chareman	Express wagon, delivering mails to City Post Office	3 00
5	Metropolitan Railroad Company	Two packs of fare tickets	2 00
6	D. C. Forney, publisher Chronicle	Advertising quarterly report and notices about Merchants' National Bank, Washington	86 00
4	Victoria Burns	Cleaning office during month of November	25 00
4	The Evening Post, New York	Subscription to daily paper from December 4, 1866, to December 4, 1867	12 00
1	Henry Cook	Covering one chair	90
3	Henry Sherman	One copy Governmental History of the United States	4 00
11	Western Union Telegraph Company	Two telegrams, Vicksburg and Memphis	8 04

Oct. 13	Z. M. P. King & Son.....	Bill of soap, door mat, combs, &c.....	48 75
Sept. 19	Nathan Weaver.....	Express wagon, delivering mails at Post Office.....	75
Oct. 10	H. R. Hubbard.....	Mileage to New York on government business.....	44 08
3	Samuel Nyburg.....	Repairing two gold pens.....	1 75
15	J. P. Milburn & Co.....	One chamouis skin.....	1 00
30	H. W. Jennings.....	Railroad tickets.....	5 00
Nov. 1	S. F. Savage.....	Two hatchets, one ice pick.....	2 50
Oct. 27	Victoria Burns.....	Cleaning offices during month of October.....	25 00
24	Hudson Taylor.....	One copy Webster's Dictionary.....	16 00
Sept. 24	Webb & Beveridge.....	One water-cooler, and one plated ice-pitcher.....	34 00
Nov. 17	S. F. Howard.....	Mileage and per diem for examination First National Bank, Wallboro'.....	38 68
Sept. 20	M. C. Weaver.....	Railroad tickets.....	5 00
1867.			
Jan. 4	Chicago Tribune Co.....	Subscription to paper 12 months.....	12 00
1	L. H. Schneider.....	Bill of locks, door springs, casters, &c.....	7 45
4	Publishers New York Times.....	Subscription 12 months.....	12 00
5	William B. Danna & Co.....	Commercial and Financial Chronicle, January 1 to December 31, 1867.....	10 00
8	New York Herald.....	Subscription from January 5, 1867, to January 5, 1868.....	14 00
22	Harper & Mitchell.....	One dozen towels.....	9 00
1866.			
Dec. 31	Western Union Telegraph Company.....	Two telegrams.....	3 48
14	William S. Mitchell.....	Bill of carpeting, wool mats, &c.....	528 18
1867.			
Feb. 1	Victoria Burns.....	Cleaning offices during month of January, 1867.....	25 00
1	Henry Cook.....	Repairing chairs.....	5 70
4	J. H. & L. Chareman.....	Express wagon, delivering mail to Post Office.....	75
30	O. N. Hubbard.....	Railroad tickets.....	5 00
7	D. C. Forney, publisher Chronicle.....	Three hundred circulars.....	16 00
26	L. P. Milburn & Co.....	One corkscrew.....	40
27	Wm. E. Cunningham.....	One Lloyd's Map of the United States.....	4 00
28	Victoria Burns.....	Cleaning offices during month.....	30 00
Mar. 1	H. Blair.....	Laying oil-cloth.....	5 00
3	J. H. & L. Chareman.....	Express wagon, delivering mail to Post Office.....	2 50
31	Washington and Georgetown Ice Company.....	Ice bill from January 1, 1867, to date.....	18 00
April 1	James Sheeley.....	Sixteen volumes New American Cyclopædia.....	144 00
1	H. R. Hulburd.....	Mileage from Washington to New York and return, on public business.....	42 37
1	Henry Cook.....	Covering one chair.....	90
4	H. W. Jennings.....	Carriage-hire to office Public Printer.....	1 50
19	Cincinnati Gazette Company.....	Subscription to Daily Gazette to February 19, 1868.....	12 00
20	H. W. Jennings.....	Carriage-hire to office Public Printer, car tickets, &c.....	18 50
Mar. 4	Western Union Telegraph Company.....	Telegram from Ward Bank examiner.....	1 30

Statement of the contingent expenses of the Office of the Comptroller of the Currency, &c.—Continued.

Date.	To whom paid.	For what purpose.	Amount.
1867.			
April 1	E. A. McKay.....	Travelling expenses to Medina, N. Y., (examination First National Bank).....	\$76 63
Mar. 31	Victoria Burns.....	Cleaning offices during month of March.....	30 00
April 9	Alexander Gardner.....	One photograph and frame.....	25 00
1	Z. M. P. King & Son.....	Bill of brooms, brushes, soap, &c.....	55 90
Mar. 1	J. Smith Homans, New York.....	Subscription to Bankers' Magazine to January, 1867.....	5 00
April 17	William H. Boyd.....	Two copies City Directory, 1867.....	6 00
18	Charles Callender.....	Expenses in service of department.....	29 35
May 2	Kneessi & Norfleet.....	One set harness.....	50 00
2	J. W. Magruder.....	Expenses incurred in transacting public business in New York.....	46 60
1	H. Blair.....	Sewing and laying carpets, oil-cloth, &c.....	39 21
1	H. R. Hulburd.....	Mileage to New York and back and expenses, public business.....	59 95
Mar. 29	Western Union Telegraph Company.....	Telegrams from 2d to 29th March.....	36 86
May 1	Bankers and Brokers Company.....	One telegram.....	92
April 25	A. F. Dickey.....	Making desk covers.....	5 00
16	John T. Mitchell.....	Sixty-four yards cotton.....	16 00
May 23	H. W. Jennings.....	Car tickets, \$5; carriage-hire to Public Printing Office.....	7 00
29	D. C. Forney.....	Advertising three notices to holders of notes of national banks.....	24 00
April 26	Western Union Telegraph Company.....	Telegrams from 1st to 26th April.....	12 00
10	Z. M. P. King & Son.....	Bill of dusters, brooms, soap, &c.....	62 30
1	H. Blair.....	Sewing and laying matting.....	14 87
17	Sett. Turner.....	Bill for special examination of five national banks.....	280 00
22	A. H. Stockman.....	One volume American Cyclopædia.....	9 00
May 25	Western Union Telegraph Company.....	Telegrams from 6th to 25th May.....	66 41
26	L. H. Schneider.....	Bill of door springs, castors, &c.....	27 60
May 25	Western Union Telegraph Company.....	Two telegrams from Knox, deputy comptroller, New Orleans.....	38 70
	Appropriation for Treasury Extension.....	For furniture, repairs of office, &c.....	1,997 89
	Total.....		5,710 78

TREASURY DEPARTMENT, COMPTROLLER'S OFFICE,
September 3, 1867.

SIR: I have the honor to transmit herewith a general and detailed statement of the expenditures of the contingent fund of this office for the fiscal year ending June 30, 1867, prepared in compliance with the requirements of the twentieth section of the act of Congress of August 26, 1842.

Very respectfully, yours,

R. W. TAYLER,
Comptroller.

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

General statement of the condition of the fund appropriated for contingencies for the office of the First Comptroller of the Treasury, as required by the 20th section of the act of Congress of August 26, 1842.

State of appropriation.	Amount.
Amount in treasury June 30, 1866	\$1,268 98
Amount appropriated July 23, 1866.....	1,000 00
Amount due disbursing agent, June 30, 1867.....	101 86
	<hr/> 2,370 84 <hr/>
Amount due disbursing agent, June 30, 1866	\$7 58
Expenditures from July 1, 1866, to June 30, 1867	594 28
Amount to credit of appropriation, June 30, 1867.....	1,768 98
	<hr/> 2,370 84 <hr/>

Statement of the contingent expenses in the office of the First Comptroller of the Treasury, from June 30, 1866, to June 30, 1867.

To whom paid.	For what object.	Amount.
Thomas C. Burns	1 gross matches.....	\$6 50
John Boyd.....	Window awnings and frames	43 20
Bryant, Stratton & Co.....	Interest-table book.....	6 00
H. Blau.....	Sewing and laying carpets.....	15 32
Philp & Solomons	Appletons' Railroad Guide, (3).....	1 25
Samuel Nyburg.....	Repairing gold pen.....	75
Sears & Bro.....	Towelling.....	10 85
F. & J. Rives.....	Daily Globes	10 00
C. Ourand	Washing towels	16 40
Henry Cook.....	Repairing chairs.....	4 80
J. L. Dowart.....	Daily Chronicle	3 00
W. C. Greenleaf.....	Car tickets.....	5 13
Washington city post office....	Postage.....	5 88
J. L. Dowart.....	Daily Chronicle.....	10 20
Henry Sherman.....	Books	4 00
W. H. & O. H. Morrison.....	Books	37 50
C. Ourand	Washing towels	15 00
L. J. Middleton & Co	Ice	29 37
J. L. Douart.....	Daily Chronicle	3 00
Henry Cook.....	Repairing chair.....	1 50

Statement of the contingent expenses in the office of the First Comptroller of the Treasury, &c.—Continued.

To whom paid.	For what object.	Amount.
W. J. Murtagh & Co.	National Republican	\$0 90
L. Whitney	Telegraphic despatch	1 80
George W. Paschal	Books	15 00
J. Disturnell	Books	4 50
P. White & Co	Candles, brooms, &c.	38 00
National Currency Bureau	Cancelling plates, &c.	30 64
Washington city post office ...	Postage	3 69
H. C. Jewett	Ice	9 24
Henry Cook	Repairing chairs	4 80
J. L. Dowart	Daily Chronicle	3 00
C. Ourand	Washing towels	16 00
Washington city post office ...	Postage	3 57
W. J. Murtagh & Co.	National Republican	8 08
J. C. McGuire & Co.	Chairs, &c	33 80
W. H. Boyd	City Directories	15 00
J. C. Wilson	Cleveland Herald	10 00
Henry Cook	Repairing chairs	2 40
Philp & Solomons	Books	37 50
S. Fisher	Candles, &c	9 20
James B. Dodson	Oil cloth	4 50
Henry Cook	Repairing chairs	2 35
W. H. & O. H. Morrison	Books, (pamphlet laws)	30 00
C. Ourand	Washing towels	15 00
J. L. Dowart	Daily Chronicle	7 00
Washington city post office ...	Postage	2 66
J. C. McGuire & Co.	Chairs, &c	56 00
Total		594 28

RECAPITULATION.

For stationery, books, &c.	\$198 60
For furniture, repairs, &c.	164 17
For miscellaneous	231 51
Total	594 28

TREASURY DEPARTMENT, SECOND COMPTROLLER'S OFFICE,

September 25, 1867.

SIR: In compliance with the provisions of the 20th section of the act approved 26th August, 1842, (5 Stat., p. 527,) I transmit herewith a statement, showing in detail the expenditure of the contingent fund of this office for the fiscal year ending 30th June, 1867, and an exhibit of the state of the appropriation to that date.

Very respectfully, your obedient servant,

J. M. BRODHEAD, *Comptroller.*

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

General statement of the condition of the fund appropriated for the contingent fund of the office of the Second Comptroller of the Treasury, prepared in obedience to the provisions of the 20th section of the act of Congress of August 26, 1842.

State of the appropriation.	Amount.
Amount in the treasury June 30, 1866.	\$746 66
Amount appropriated for fiscal year ending June 30, 1866.	4,000 00
Amount in disbursing agent's hands.	200 42
Total	4,947 08
Between July 1, 1866, and June 30, 1867, there was expended for the necessary objects required for the despatch of the public business, as will appear by the analytical statement subjoined, the sum of.	\$823 74
Amount refunded treasury extension for office furniture, and repairing same ...	2,086 42
Amount in the treasury June 30, 1867	1,660 24
Amount in the hands of agent.	376 68
Total	4,947 08

Analytical statement of the contingent expenses of the office of the Second Comptroller of the Treasury from July 1, 1866, to June 30, 1867.

To whom paid.	For what purpose.	Price.	Amount.
Henry Cook.....	Re-covering 1 chair, \$1 50; making box for oil-stone, 75 cents.		\$2 25
J. W. Boteler & Bro.....	1 plated ice pitcher, \$15; 1 basin, ewer, and soap dish, \$2 75.		17 75
John Boyle.....	8 window awnings, at \$10 80.....		85 40
Henry Cook.....	Repairing office furniture.....		4 70
L. C. Campbell.....	1 oil-stone.....		2 50
J. P. Bartholow.....	1 by 2 truck.....		13 00
William F. Mitchell.....	1½ yard furniture gimp, at 16 cents; 3 dozen towels, at \$6 16⅔.....	\$18 74	
	1 remnant Brussels carpet, \$2.....	2 00	
	6 spools cotton, at 12½ cents; 3 pieces tape, at 15 cents.....	1 20	
			21 94
William Chambers.....	Washing towels.....		12 00
James Sheehy.....	1 copy Lanman's Dictionary of Congress.....		4 00
Edward Lycett.....	Binding 10 volumes Statutes at Large, one-half morocco.....		8 75
J. V. Coburn.....	2 buckets, \$1 25; 1 broom, 75 cents; 1 bottle oil, 62½ cents.....	2 62½	
	2 buckets, \$1 25; 8 dozen soap, at 87½ cents; 3 buckets, \$1 87.....	10 12½	
	1 bucket, 50 cents; 2 brooms, \$1 25; 1 bottle oil, 62½ cents.....	2 37½	
			15 12½
Edward Lycett.....	1 volume General Orders, 1855.....		1 50
Henry Cook.....	Repairing office furniture.....		48 00
Edward Lycett.....	Binding 1 volume United States Statutes.....		87½
J. W. Boteler & Bro.....	2 soap dishes, \$1 75; 6 spittoons, \$3 50; 3 dust pans, \$1 50.....	6 75	
	Repairing ice pitcher, \$4; 3 feather dusters, \$15.....	19 00	
	½ dozen whisks, \$3 25.....	3 25	
			29 00
Cruit & Campbell.....	2 light pendants, \$3; 2 light pendants, \$11 50.....		14 50

20 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Analytical statement of the contingent expenses of the office of the Second Comptroller of the Treasury, &c.—Continued.

To whom paid.	For what purpose.	Price.	Amount.
J. W. Boteler & Bro.	2 M. T. washstands, \$36; 2 basins and ewers, \$5	\$41 00	
	2 soap boxes, \$1 50; 2 pitchers, \$1 50; 1 G. F. glass, \$6 50	9 50	
Edward Lycett	Binding 2 volumes Statutes at Large United States		\$50 50
William Chambers	Washing towels, 4th quarter 1866	12 00	
	Making 2 dozen new towels	3 00	
			15 00
Henry Kaiser	1 platform for desk	1 75	
	3 press locks put on doors	4 75	
			6 50
L. Middleton & Co	6 pecks ice daily, from July 1 to October 31	78 75	
	2 pecks ice daily, from Nov. 1 to Dec. 31	13 00	
			91 75
W. H. Harrover	1 water cooler, \$17; 1 cup and chain, \$1		18 00
L. H. Schneider	½ dozen coat and cap hooks, 18 cents; 1 dozen coat and cap hooks, 50 cents	68	
	2 registers, 9 by 13, \$9; 2 coal hods, \$4 50; 1 axe, \$1 25	14 75	
Thomas W. Miller	1 Etna gas stove, \$10; 6 feet hose, at 25 cents, \$1 50	11 50	
	2 gem radiators	34 00	
			45 50
H. Hoffa	1 8-day clock		12 00
W. H. Arneth	2 coal hods, \$3 50; 1 shovel, 50 cents		4 00
Snow, Coyle & Co	Daily National Intelligencer from August 13, 1865, to January 1, 1867		16 25
J. Disturnell	2 United States Registers, 1867		2 00
Edward Lycett	1 General Orders, very thick, \$1 25; 1 Compendium, \$1	2 25	
	Binding Riots at Memphis, 75 cents	75	
			3 00
W. D. Wyvill	1 cabinet brush and handle		2 50
William S. Mitchell	4½ yards oil-cloth, \$9 11; 3½ yards oil-cloth, \$4 38	13 49	
	2½ yards oil-cloth, \$6; 1 coco matting, \$3 50	9 50	
			22 99
J. W. Boteler & Bro.	1 G. F. locking glass, \$10; ½ dozen brown spittoons, \$3 75	13 75	
	2 tin candlesticks, 40 cents; 2 rugs, \$3	3 40	
	1 coal shovel, 25 cents; 1 pitcher, \$1 25	1 50	
			18 65
William W. Farr	Repairing 2 clocks		2 00
A. H. Nelson	1 punch		2 00
Barnes & Mitchell	20 yards huc. diaper, \$11; 4 yards crash, \$1	12 00	
	3 spools brus, 30 cents; 3 pieces tape, 37 cents	67	
			12 67
William E. Cunningham	1 map		4 00
Henry Sherman	1 copy Governmental History United States		4 00
Edward Lycett	Binding 1 volume States West of Rocky Mountains	75	
	1 volume Assassination of Mr. Lincoln	1 25	
			2 00
Francis Lamb	1 gilt frame and glass, (Lincoln's Cabinet)		15 00
William Chambers	Washing towels 1st quarter 1867		12 00
J. W. Boteler & Bro.	½ dozen double dust brushes	9 00	
	6 brown spittoons	3 75	
			12 75
Hugh C. Jewell	32 pounds ice daily from January 1 to date		18 48
Henry Cook	Repairing office furniture		3 30
William H. Boyd	2 copies City Directory		6 00

Analytical statement of the contingent expenses of the office of the Second Comptroller of the Treasury, &c.—Continued.

To whom paid.	For what purpose.	Price.	Amount.
Edward Lycett	Binding in one-half Turkey morocco, General Orders, 3 volumes, very thick, 1864, 1865, 1866, at \$1 25	\$3 75	
	General Orders, 1 volume, very thick, 1864..	1 25	
	General Orders, Q. M. G. O., 1863, 1864.....	1 00	
	2 Compendium General Orders.....	2 00	
			\$8 00
J. W. Boteler & Bro.....	2 large buckets.....		6 00
W. H. Arneth & Co.....	2 mouse-traps		1 00
John O. Wilson.....	1 wash-sink.....		8 00
N. W. Burchell.....	4 dozen boxes parlor matches, \$2; 2 brooms; 2 buckets	4 50	
	1 painted bucket; coal hod; 1 bucket; 1 broom.....	3 50	
	2 brooms; 1 bucket; 1 bottle oil, \$1 25	4 54	
	3 dozen Brown's honey soap, \$8 25; 1 box candles, \$3 60.....	11 85	
	2 brooms, \$1 30; 6 dozen Colgate's soap, \$15	16 30	
	6 dozen brown Windsor soap	12 00	
			52 69
A. H. Storkman	Volume 9 Chambers's Encyclopædia.....		5 50
John Gibson	Use of baggage wagon to carry papers to Second Auditor's office.....		75
J. W. Boteler.....	½ dozen whisp brooms, \$3; ½ dozen tumblers, \$1 50		4 50
A. H. Storkman	1 volume Annual Encyclopædia, one-half morocco, 1866.....		6 50
William Chambers.....	Washing towels quarter ending June 30, 1867	12 00	
	Making 2 dozen new towels, at 12½ cents each.....	3 00	
			15 00
L. H. Schneider	1 door spring, (gun)	75	
	2 door springs.....	1 75	
			2 50
P. M. Clark.....	1 picture of President Lincoln		11 00
Total.....			823 74

TREASURY DEPARTMENT,
OFFICE OF COMMISSIONER OF CUSTOMS,
November 4, 1867.

SIR: I have the honor to enclose herewith a detailed statement of the contingent expenses of this office, and statement of the condition of the appropriation for contingent expenses of this office for the fiscal year ending June 30, 1867.

Very respectfully, your obedient servant,

N. SARGENT,
Commissioner of Customs.

Hon. H. McCulloch,
Secretary of the Treasury.

22 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Detailed statement of the contingent expenses of the office of the Commissioner of Customs for the fiscal year ending June 30, 1864, prepared in compliance with the 20th section of the act of August 26, 1842.

To whom paid.	For what object.	Amount.	Total.
W. H. & O. H. Morrison	1 Brightley's Digest, 2 volumes	\$14 50	
	1 Mason's Reports	20 00	
	1 Brightley's Digest, volume 2	6 50	
			\$41 00
George W. Hines	1 atlas		7 00
A. Hunter	American Archives, 9 volumes		50 00
Franck Taylor	North American Review	7 50	
	Statesman's Year Book	5 50	
	Peto's Resources of America	2 00	
			15 00
J. Disturnell	2 United States Registers		2 00
C. H. Brainard	1 copy Carpenter's President and Cabinet		25 00
A. H. Storkman	Rebellion Record, volume 9		6 50
J. L. Dowart	Daily Chronicle		12 00
F. & J. Rives	Congressional Globe		10 00
W. H. Whiting	Nation		5 00
W. J. Murtagh & Co	Republican		2 50
National Currency Bureau	Printing circulars		107 75
Hudson Taylor	1 clock		18 00
W. S. Mitchell	Oil-cloth	26 73	
	Carpet rugs	14 15	
			40 88
W. B. Moses	Oil-cloth and glasses		26 12
E. H. King	2 large file cases	2,040 34	
	2 large file cases	867 43	
	2 wardrobes	220 00	
	4 tables and cases	525 00	
	2 tables	43 00	
	Chairs and repairs of furniture	245 50	
			3,941 27
H. Blau	Sewing and laying carpets		71 80
American Telegraph Com- pany	Telegraphing		50
Western Union Telegraph Company	Telegraphing		44 68
Bankers and Brokers' Tele- graph Company	Telegraphing		1 29
L. J. Middleton & Co	Ice		31 87
Washington and George- town Ice Company	Ice		9 24
Virginia Butler	Washing		45 50
John Ogden	Spittoons, brushes, &c		13 95
T. W. Miller	Drop-light and burner		4 50
C. Schneider	Hanging bell		17 00
J. Markriter	Picture frame		11 00
J. A. Marshall	Pitchers, basins, spittoons, and brushes		35 87
Geo. W. Hines	Buckets, soap, and brushes		18 50
T. C. Burns	Matches		5 00
W. S. Thompson	Soap		11 50
Bories & Co	Brushes, dusters, &c		18 10
Washington and George- town Ice Company	Freight on safe		109 60
Treasury extension	Furniture		564 59
Total			5,325 01

General statement of the condition of the fund appropriated for the contingent expenses of the office of Commissioner of Customs for the fiscal year ending June 30, 1867, prepared in obedience to the provisions of the 2d section of the act of August 26, 1842.

Balance of appropriation undrawn June 30, 1866.....	\$2,725 54	
Less balance due agent June 30, 1866	53 99	
		\$2,671 55
Amount appropriated for year ending June 30, 1867.....		3,000 00
		5,671 55
Amount expended during year ending June 30, 1867.....		5,325 01
		346 54
Balance of appropriation undrawn June 30, 1867	\$2,160 95	
Less balance due agent	1,814 41	
		\$346 54

TREASURY DEPARTMENT, FIRST AUDITOR'S OFFICE,
October 25, 1867.

SIR: I transmit herewith an analytical statement of the contingent expenses of this office for the fiscal year ending June 30, 1867.

I have the honor to be, very respectfully, your obedient servant,
T. L. SMITH, Auditor.

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

General statement of the condition of the fund appropriated for the contingent expenses of the office of the First Auditor of the Treasury, prepared in obedience to the provisions of the 20th section of the act of Congress of August 26, 1842.

State of appropriation.	Amount.
Amount in treasury June 30, 1866	\$1,015 44
Balance in the hands of the disbursing clerk, June 30, 1866.....	89 01
Repayment September 13, 1866.....	5 00
And there was appropriated per act of 23d July, 1866.....	1,500 00
Total	2,609 45
Between July 1, 1866, and June 30, 1867, there was expended for the necessary objects required for the accommodation of the office and the despatch of the public business, as will appear by the analytical statement subjoined, the sum of.....	\$2,378 19
And there remained undrawn in the treasury June 30, 1867	394 24
	2,772 43
From which deduct balance due disbursing clerk, June 30, 1867.....	162 98
Total	2,609 45

24 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Statement of the contingent expenses of the First Auditor of the Treasury.

To whom paid.	For what object.	Amount.
Philp & Solomons.....	Imperial photographs of generals and Presidents, with frames and glass for same.	\$131 00
Henry Kaiser.....	Office furniture and repairs of furniture.....	410 50
H. Blau.....	Making, repairing, and laying carpets and matting.	188 90
Wm. S. Mitchel.....	Carpeting, matting, oil-cloth and mats.....	628 25
W. H. & O. H. Morrison.....	Books.....	63 65
B. C. Major.....	Gum-arabic, soap, matches, oil, &c.....	42 05
Johnson, Fry & Co.....	Books.....	10 00
W. H. Boyd.....	Washington Directories.....	9 00
J. L. Dorwort.....	Washington Daily Chronicle.....	12 00
Snow, Coyle & Co.....	National Intelligencer.....	28 50
W. J. Murtagh & Co.....	National Republican.....	8 00
Sam'l Sinclair.....	New York Daily Tribune.....	10 00
F. & J. Rives.....	Congressional Globe and Appendix.....	16 00
P. M. Clark.....	Marshal's Lincoln and frame.....	16 00
Henry Sherman.....	Governmental History of the United States....	4 00
A. Goddard.....	Towelling, cotton, &c.....	108 97
G. M. Powell.....	Picture of Voters for Constitutional Amendment.	5 00
A. H. Stockman.....	Rebellion Record.....	6 50
James Sheehy.....	Annual Cyclopaedia.....	37 50
Bryant, Stratton & Packard..	One interest table.....	6 00
Secombe Manufacturing Co....	Office stamps.....	120 25
National Currency Bureau....	Cancelling plates.....	20 06
W. B. Moses.....	Office furniture.....	53 00
Harnden Express.....	Freight.....	1 60
John Ogden.....	Office furniture.....	4 25
N. W. Burchell.....	Office furniture.....	2 88
L. J. Middleton.....	Ice.....	57 73
J. B. Wilson.....	Brooms, brushes, candles, buckets, &c.....	17 15
W. W. Farr.....	Repairing clock.....	3 00
J. C. McGuire & Co.....	One clock.....	16 00
L. H. Schneider.....	Mallets, punches, and screw-driver.....	25 65
W. S. Thompson.....	Alcohol and chloride of lime.....	4 45
Thos. W. Miller.....	Gas fittings.....	4 25
Jane A. Fales.....	Washing and making towels.....	146 10
James W. Garner.....	Keeping stationery and for sundry articles for office.	117 80
P. J. Bellew & Co.....	Picture frame.....	4 00
Chas. Richardson.....	Labor.....	12 00
J. D. Colmesnil.....	.....	26 20
Total.....	.....	2,378 19

SECOND AUDITOR'S OFFICE,
Treasury Department, January 7, 1868.

SIR: I have the honor to transmit herewith a statement showing the condition of and disbursements from the "contingent fund" appropriated for this office for the fiscal year ending June 30, 1867, prepared in compliance with the twentieth section of the act of Congress of August 26, 1842.

Very respectfully, your obedient servant,

E. B. FRENCH, *Auditor.*

The SECRETARY OF THE TREASURY.

Statement showing the expenditure of the contingent fund of the Second Auditor's office for the fiscal year ending June 30, 1867; prepared in accordance with the act of Congress of August 26, 1842.

Date.	To whom paid.	For what purpose.	Amount.
1866.			
July 3	Samuel Redfern	Buckets, brooms, &c	\$58 10
6	W. G. Bitner	Locks, &c.	2 25
7	James Kelley	Water cooler	3 50
11	American Telegraph Company	Despatch	78
12	Gas-light Company	Gas for June	12 09
31	F. Sheridan	Transportation of mail	8 00
Aug. 1	C. W. Boteler & Son	Water cooler	20 00
2	Gas-light Company	Gas for July	7 50
3	Edward Walborn	Union war charts	27 00
13	John W. Lewis	Carpentering	4,478 49
16	M. G. Copeland	Window awnings	483 00
20	G. M. Wight	Furniture, &c.	629 52
22	F. & J. Rives	Daily Globe	40 00
30	F. Sheridan	Transportation of mail	8 00
Sept. 17	J. S. Topham & Co.	Document straps	145 00
25	William Noell	Repairing blinds	7 00
28	F. Sheridan	Transportation of mail	8 00
29	Kneiss & Norfleet	Document straps	106 25
Oct. 1	City post office	Foreign postage	18 63
2	Gas-light Company	Gas for September	10 44
2	Gas-light Company	Gas for August	9 72
2	H. P. & C. R. Taylor	Soap	54 55
2	Elizabeth Brent	Washing towels	18 00
4	J. L. Dowart	Daily Chronicle	3 00
6	W. J. Murtagh & Co.	National Republican	2 25
30	F. Sheridan	Transportation of mail	8 00
Nov. 5	City Gas Company	Gas for October	12 96
12	G. M. Wight	Furniture, &c.	642 50
13	F. Schneider	Repairing press	2 50
15	G. L. Sheriff	Coal, wood, &c.	165 75
16	David Dixon	Whitewashing	2 50
24	W. H. Harrover	Putting up stoves, &c	88 50
27	F. Sheridan	Transportation of mail	8 00
Dec. 1	G. M. Wight	Furniture, &c.	563 41
1	H. Sherman	History of the United States	4 00
3	City Gas Company	Gas for November	16 20
8	C. H. Brainard	Engraving	25 00
12	James Sheeley	Annual Cyclopædia	45 00
20	M. G. Copeland	Taking down awnings	6 00
31	F. Sheridan	Transportation of mail	8 00
1867.			
Jan. 2	Walter Godey	Ice	345 12
3	City Gas Company	Gas for December	21 32
3	City post office	Foreign postage	25 64
3	J. Markriter	Picture frame, &c.	12 54
3	W. C. Bitner	Locks, &c.	5 25
3	Elizabeth Brent	Washing towels	18 00
3	H. Blau	Awnings	9 00
7	Thomas W. Miller	Gas stove, &c.	15 00
7	L. H. Schneider	Hardware	1 78
7	Samuel Redfern	Brooms, buckets, &c	55 21
7	G. M. Wight	Furniture, &c.	474 70
7	J. L. Dowart	Daily Chronicle	3 00
10	J. S. Topham & Co.	Document straps	142 50
15	William Noell	Repairing blinds	15 25
18	Philp & Solomon	Books	40 00
19	F. & A. Schneider	Repairing press	9 00
29	J. Disturnell	United States Census	3 50
30	J. S. Topham	Mail bag	8 00
30	F. Sheridan	Transportation of mail	8 00

26 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Statement showing the expenditure of the contingent fund, &c.—Continued.

Date.	To whom paid.	For what purpose.	Amount.
1867.			
Feb. 1	E. D. Chamberlain.....	Stamps	\$45 50
1	G. M. Wight.....	Furniture	1,140 75
5	City Gas Company.....	Gas for January.....	17 64
7	E. M. Lewis	Stencil plates	22 52
16	John W. Lewis	Carpentering	2,769 36
20	G. W. Paschal	Laws of Texas.....	15 00
27	F. Sheridan	Transportation of mail	8 00
Mar. 2	City Gas Company.....	Gas for February	20 16
6	G. M. Wight.....	Furniture, &c	985 85
6	J. M. Toner.....	Medical Register	4 50
10	G. J. Johnson	Twilled duck	16 50
10	Charles Fisher	Repairing punch	2 25
21	Ben Gordon	Labor.....	23 75
21	Stephen Franklin.....	Labor.....	23 75
22	Walter Butler.....	Wagon-hire	1 25
29	Washington and Georgetown Ice Company.	Ice	43 31
29	F. Sheridan	Soap.....	7 00
April 1	City post office	Foreign postage.....	5 57
2	City Gas Company	Gas for March	14 76
2	J. L. Dowart.....	Daily Chronicle.....	3 00
2	Elizabeth Brent	Washing towels.....	24 00
5	F. Sheridan	Soap.....	5 00
24	David Dixon	Whitewashing	4 50
26	P. V. Van Wyck	Internal Revenue Record	9 00
30	Thomas Mylor.....	Transportation of mail	7 00
May 1	G. M. Wight.....	Furniture	956 75
1	G. M. Wight.....	Cocoa matting, &c.....	537 92
2	City Gas Company	Gas for April	15 43
2	William H. Boyd	City Directory	6 00
6	G. L. Sheriff	Coal, &c.....	43 75
17	Perry & Brother.....	Huckaback.....	28 70
23	P. M. Clark.....	Portrait of Lincoln	17 00
28	Mrs. Evans	Making towels	7 25
31	M. Wixon.....	Transportation of mail	7 00
June 1	M. G. Copeland	Awnings	139 00
1	W. J. Murtagh.....	National Republican	21 18
3	City Gas Company	Gas for May	18 36
4	G. M. Wight.....	Furniture	507 50
4	G. M. Wight	Cocoa matting	558 82
6	J. S. Topham	Document straps.....	145 00
20	John T. Donn.....	Wagon and harness	325 00
20	W. H. & O. H. Morrison.....	Report of Court of Claims.....	5 00
20	J. M. Toner.....	Horse.....	400 00
21	John W. Lewis.....	Carpentering	2,412 36
24	Mr. Stockman.....	Annual Register	9 00
30	J. L. Dowart.....	Chronicle.....	3 00
30	Elizabeth Brent	Washing towels.....	18 00
30	City post office	Foreign postage	9 70
30	City Gas Company	Gas for June	10 80
30	Keyes & Birch	Livery	3 62
	Total		20,403 87

*Statement of the condition of the contingent fund of the Second Auditor's office
for the fiscal year ending June 30, 1867.*

State of appropriation.	Amount.
Balance unexpended at close of fiscal year ending June 30, 1866.....	\$6,837 53
Appropriation for fiscal year ending June 30, 1867.....	25,000 00
	<hr/> 31,837 53
Amount expended during the year ending June 30, 1867, as per foregoing statement	20,403 87
Balance unexpended June 30, 1867	<hr/> 11,433 66

TREASURY DEPARTMENT, THIRD AUDITOR'S OFFICE,
January 22, 1868.

SIR : I have the honor to transmit herewith a statement showing the manner
in which the contingent fund of this office was disbursed for the official year
ending June 30, 1867.

I am, sir, your obedient servant,

JOHN WILSON,
Third Auditor.

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

*General statement of the condition of the fund appropriated for contingent
expenses in the office of the Third Auditor of the Treasury, as required by
the twentieth section of the act of Congress of August 26, 1842.*

Balance in treasury July 1, 1866	\$11,624 56
Appropriation for fiscal year ending June 30, 1867	15,000 00
	<hr/> 26,624 56
Amount due Thomas J. Hobbs, disbursing clerk, June 30, 1866...	\$293 16
Expended from July 1, 1866, to June 30, 1867, per statement appended.....	5,880 55
Reimbursement of appropriation for treasury extension for repairs, furniture, &c	6,258 43
	<hr/> 12,432 14
Balance	<hr/> 14,192 42
Balance in treasury June 30, 1867	\$14,366 13
Amount due Thomas J. Hobbs, disbursing clerk, June 30, 1867....	173 71
	<hr/> \$14,192 42

28 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Analytical statement of the contingent expenses of the office of the Third Auditor of the Treasury Department from July 1, 1866, to June 30, 1867, inclusive.

To whom paid.	For what object.	Amount.	Total.
Williams & Gallant.....	Making 3,000 file boards.....	.....	\$90 00
John Boyle.....	9 window awnings and frames.....	\$97 20	
	2 window awnings and frames.....	21 60	
			118 80
Adelia De Meister	Cleaning rooms.....	.....	20 00
Samuel Waters	Carrying mail fourteen (14) times in July.	.....	14 00
Mary W. Ballard.....	Black walnut desk, with top.....	.....	23 75
Henry Cook.....	Repairing 6 chairs, at \$1 50 each.....	.....	9 00
John Gibson.....	Cartage of one load of accounts to Quartermaster General's office.	.....	1 00
James Sheehy.....	1 copy Lanman's Dictionary of Congress.....	.....	4 00
J. W. Drane	1 heavy press table, stained and varnished.	20 00	
	3 step ladders, stained and varnished and labelled, at \$6.	18 00	
	3 step ladders, stained and varnished and labelled, at \$5.	15 00	
	5 fine walnut cases, at \$75	375 00	
	10 tables, stained, covered, and varnished, at \$22.	220 00	
	15 pigeon-hole cases, stained, &c., at \$10.	150 00	
	2 small heavy tables, for water-coolers, at \$7.	14 00	
	1 fine oak table	55 00	
	1 fine walnut case	75 00	
	1 case lock and put on.....	1 50	
	1 fine mahogany case.....	80 00	
	1 fine walnut case.....	75 00	
			1,098 50
John W. Gibson.....	Cartage of 1 load of accounts to the office of the Quartermaster General.	.....	1 00
F. & J. Rives.....	1 copy Congressional Globe and Appendix, 1st session 39th Congress.	.....	10 00
James Sheehy.....	5 volumes Annual Cyclopædia, at \$7 50 per volume.	.....	37 50
Adelia De Meister	Cleaning rooms in August.....	.....	20 00
Henry Cook.....	Recaning 10 chairs, at \$1 50 each .....	.....	15 00
Samuel Waters.....	Carrying mail to Treasury Department from post office, 13 times, at \$1.	.....	13 00
William Nyburg.....	1 gold pen.....	.....	7 00
William S. Mitchell.....	2 shades, at \$3 15.....	6 30	
	89½ yards fine cocoa matting, at \$1 50.	134 62	
	560½ yards fine cocoa matting, at \$1 50.	840 75	
	12 yards oil cloth, at \$2 25.....	27 00	
			1,008 67
Samuel Nyburg.....	Remodelling and repointing 1 No. 8 barrel pen.	.....	1 50
Thomas Foster.....	Washing towels for quarter ending September.	.....	25 00
Samuel Waters.....	Carrying mail from post office to Treasury Department, 12 times, at \$1.	.....	12 00
Adelia De Meister	Cleaning rooms, September.....	.....	20 00
Henry Cook.....	Caning 2 chairs, at \$1 50 each.....	3 00	
	Covering 2 chairs, at 90 cents each.....	1 80	
			4 80
George Francis.....	2 large ice buckets.....	2 00	
	½ dozen earthen spittoons.....	3 00	
	6 dozen soap, at \$1 25.....	7 50	
	½ dozen earthen spittoons.....	3 00	
	½ dozen wisp brooms, at 45 cents each..	2 70	
	2 papers covered thread tacks.....	50	
	6 pounds patent sperm candles, at 70 cents per pound.	4 20	

Statement of the contingent expenses of the office of the Third Auditor of the Treasury, &c.—Continued.

To whom paid.	For what object.	Amount.	Total.
George Francis—Contin'd.	Putting bottom to large water can.....	\$0 75	
	6 dozen soap, at \$1 25.....	7 50	
	2 feather dusters, at \$3.....	6 00	
	4 brooms, at 60 cents.....	2 40	
	White chalk.....	05	
			\$39 60
Williams & Gallant.....	Making 1,500 file boards, at 7½ cents.....		112 50
H. Blau.....	Covering 3 book shelves with green baize.....	18 00	
	Putting up 4 white shades, at \$4 50.....	18 00	
	Tacking matting to carpet.....	2 50	
			38 50
Adelia De Meister.....	Cleaning rooms, October.....		20 00
John Gibson.....	Cartage of 1 load of accounts to office of the Quartermaster General.....		1 00
Samuel Waters.....	Carrying mail from post office to Treasury Department, 12 times.....		12 00
Samuel Waters.....	Hauling mail from post office 12 times.....		12 00
L. J. Middleton & Co.....	3 bushels ice, daily, at 50 cents, July 1 to October 31, (115 days.).....	157 50	
L. J. Middleton & Co.....	1½ bushels ice, daily, November 1 to December 31, (52 days.).....	39 00	
			196 50
A. H. Stockman.....	Rebellion Record, volume 9, half mor.....		6 50
George Francis.....	6 earthen spittoons.....	3 00	
	1 dozen tumblers.....	2 75	
	Repairing double ice pitcher.....	1 00	
	6 pounds patent sperm candles, at 70 cts.....	4 20	
	6 dozen soap, at \$1 25.....	7 50	
	2 gas torches, at 50 cents; box tapers, at \$1.....	1 50	
	6 painted pails, at 37½ cents.....	2 25	
	6 brooms, at 55 cents.....	3 30	
			25 50
Williams & Gallant.....	200 file boards, with cleats.....		21 00
Thomas Foster.....	Washing towels quarter ending December.....	25 00	
	Washing 25 towels, at 6½ cents.....	1 56	
			26 50
Adelia De Meister.....	Cleaning rooms, December.....		20 00
S. F. Savage.....	2 gas stoves and tubing, at \$12.....		24 00
W. H. & O. H. Morrison..	Parsons' Maritime Law, 2 vols.....	15 00	
	Opinions of Attorneys General, vol. 8 ..	4 50	
	Wallace's Reports, vol. 2.....	5 50	
	Opinions of Attorneys General, vol. 9 ..	4 50	
	Black's Reports, vol. 1.....	6 00	
			35 50
John Gibson.....	Cartage of accounts to Quartermaster's Department.....		1 00
W. W. Farr.....	1 clock, Howard regulator.....		35 00
Samuel Nyburg.....	Repairing gold pen.....		75
C. E. Nordstrom, agent ..	Greeley's American Conflict, vol. 2.....		7 50
J. P. Libbey.....	Ice pitcher.....		11 00
Samuel Waters.....	Carrying mail from post office to Treasury Department, 15 times.....		15 00
H. Blau.....	Taking up matting, removing furniture, &c.....	5 50	
	Making and laying 299½ yards carpet.....	53 91	
	Sewing thread.....	6 00	
	Repairing hair matting.....	1 00	
			66 41
Adelia De Meister.....	Cleaning rooms, November.....		20 00
A. T. Stewart & Co.....	Brussels carpet.....		843 90

30 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Statement of the contingent expenses of the office of the Third Auditor of the Treasury, &c.—Continued.

To whom paid.	For what object.	Amount.	Total.
Henry Cook.....	Recaning 6 chairs, at \$1 50 each.....		\$9 00
Henry Sherman.....	1 copy Governmental History United States.....		4 00
C. T. Frost	Cartage of 1 load of accounts to Quartermaster General's office.....		1 00
Thomas W. Miller.....	Coal hod.....		1 75
Henry Cook.....	Covering 7 chairs, at 90 cents each.....	\$6 30	
	Recaning 1 chair.....	1 50	
			7 80
J. W. Drane	2 cases, at \$30.....	60 00	
	2 desks and shelving, at \$20.....	40 00	
	2 door locks and put on, at \$2.....	4 00	
	Desk top.....	3 50	
	Book shelf.....	4 00	
	Division book case.....	22 00	
	Staining and varnishing book case.....	2 50	
	4 cases painted white.....	8 00	
	2 desks stained and varnished.....	4 00	
	1 shelf.....	1 50	
			149 50
L. H. Schneider.....	15 feet gum tubing.....	3 75	
	2 German till locks.....	1 25	
	1 mortice latch, at \$1 25; 1 crank handle, at \$1 50.....	2 75	
	5 brass flush bolts.....	3 25	
	48 feet gum tubing.....	12 00	
	2 sets casters.....	75	
	4 clothes racks.....	3 00	
	1 lamp cock.....	1 25	
			28 00
Sibley & Guy.....	Repairing call bell.....	50	
	1 large mat.....	5 50	
	1 large mat.....	5 50	
	Repairing ice pitcher.....	15	
	Repairing water pot.....	75	
			12 40
A. T. Stewart & Co.....	Cloth cover.....		15 04
Hudson Taylor.....	Laws 1st session 39th Congress, 3 vols..	7 50	
	Laws 1st session 39th Congress, 5 vols..	12 50	
			20 00
National Currency Bureau, (1st division.)	Composition and press work on 500 copies rules, &c.....		4 87
G. W. Wight.....	6 oak arm-chairs.....	20 00	
	1 enclosed washstand.....	14 00	
			34 00
Snow, Coyle & Co.....	Daily Intelligencer, Nov. 5 to Jan. 6...		14 00
Samuel Waters.....	Hauling 13 loads mail, at \$1.....		13 00
Adelia De Meister.....	Cleaning rooms, January.....		20 00
Western Union Telegraph Company.	Telegram.....		2 09
Williams & Gallant.....	2,000 poplar file boards.....		60 00
E. D. Chamberlain & Co..	2 stamps, at \$12.....	24 00	
	Freight.....	50	
			24 50
G. M. Wight.....	6 oak arm-chairs.....		21 00
Harnden Express Co....	Freight, package returned letters.....		75
Patten Mahony.....	Cartage of 1 load of accounts to Quartermaster General's office.....		1 00
George W. Paschal.....	1 copy Annotated Digest Laws of Texas..		15 00
Adelia De Meister.....	Cleaning rooms, February.....		20 00
G. M. Wight.....	12 oak arm-chairs.....	42 00	
	6 oak arm-chairs.....	21 00	
			63 00

Statement of the contingent expenses of the office of the Third Auditor of the Treasury, &c.—Continued.

To whom paid.	For what purpose.	Amount.	Total.
Alexander Read.....	Cartage of 1 load of accounts to Quartermaster General's office.	.....	\$1 00
Samuel Waters.....	Hauling mail from post office to Treasury Department 13 times.	.....	13 00
Henry Cook.....	Recaning 30 chairs, at \$1 50 each.....	\$45 00	
	Covering 67 chairs with canvas, at 90 cents each.	60 30	
			105 30
Alex. T. Stewart & Co...	Brussels carpet.....	.....	293 33
Washington and Georgetown Ice Company.	96 pounds ice, daily, January 1 to March 31.	.....	55 44
H. Blau	Making and laying 108 yards carpet....	21 60	
	Making and laying 49 yards carpet.....	9 82	
	Making and laying 144 yards carpet....	26 46	
	Thread.....	2 94	
			60 82
Samuel Nyburg.....	Repairing two gold pens .....	.....	1 75
George Francis	2 feather dusters	6 00	
	Handle scrub, 55 cents; 6 dozen soap, \$6.	6 55	
	4 round-end dusting brushes.....	3 40	
	$\frac{1}{2}$ gross matches, \$1 50; 4 brooms, \$2 ..	3 50	
	6 dozen soap, \$6; handle scrub, 55 cents.	6 55	
	4 3-hoop pails, \$1 50; bar of soap, 30 cents.	1 80	
	Feather duster, \$4; feather duster, \$2 75.	6 75	
	Repairing water cooler, \$1 75.....	1 75	
	6 pounds patent sperm candles.....	4 20	
	1 dozen tumblers	2 75	
	Repairing water cooler	1 00	
			44 25
Wm. Orme & Son.....	6 patent sperm candles.....	.....	3 60
Henry Cook.....	Covering 129 chairs with canvas, 90 cents each.	.....	116 10
Thomas Foster	Washing towels, March.....	25 00	
	3 dozen extra towels	1 08	
	Making 3 dozen towels.....	3 60	
			29 68
Samuel Waters	Hauling mail, post office to Treasury Department.	.....	14 00
Adelia De Meister.....	Cleaning rooms, March .....	.....	20 00
P. M. Clerk.....	1 copy Marshall's Lincoln, India proof, and frame.	.....	16 00
Samuel Watson	Cartage 1 load of accounts to office of Quartermaster General.	.....	1 00
J. B. Frost.....	1 copy Rebellion in the United States, volume 1.	.....	3 00
Wm. H. Boyd.....	2 copies City Directory, 1867.....	.....	6 00
Adelia De Meister.....	Cleaning rooms, April .....	.....	20 00
Samuel Waters.....	Hauling mail from post office, 14 trips..	.....	14 00
H. Blau	Making, &c., 46 yards carpet.....	9 23	
	Making, &c., 45 yards carpet.....	9 00	
	Making, &c., 98 yards carpet.....	19 64	
	Making, &c., 140 yards carpet.....	26 00	
			58 87
Adelia De Meister.....	Cleaning rooms, May .....	.....	20 00
Samuel Waters	Hauling mail from post office in May, 14 trips.	.....	14 25
Topham & Co.....	200 document straps .....	.....	29 00
B. A. Janvier	Conveying documents .....	.....	1 00
A. H. Stockman	Annual Cyclopædia, volume 1 .....	.....	7 50
Samuel Nyburg.....	Repairing gold pen .....	.....	1 50
Adelia De Meister.....	Cleaning rooms, June .....	.....	20 00
Samuel Waters	Hauling mail from post office in June, 15 trips.	.....	15 00

32 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Statement of the contingent expenses of the office of the Third Auditor of the Treasury, &c.—Continued.

To whom paid.	For what purpose.	Amount.	Total.
W. H. & O. H. Morrison.	Court of Claims Reports, volume 1.....	\$5 00	\$25 00
	Acts of Congress, 1866	20 00	
Thomas Foster	Washing towels, June	34 60	37 10
	Washing 25 towels	2 50	
L. H. Schneider	Set brass wheel casters	60	4 80
	2 shutter bolts.....	1 00	
	4 till locks	2 00	
	1 pair door knobs.....	35	
	1 till lock.....	50	
	1 pair dark knobs	35	
Thomas W. Miller	Droplight	3 50	4 25
	Shade and holder.....	75	
H. Blau	Cutting and laying oil-cloth	5 00	15 82
	Sewing and laying matting.....	2 32	
	Laying and repairing matting.....	2 50	
	Tacking carpets, &c.....	3 00	
	Repairing and laying matting	3 00	
Secombe Manufacturing Company.	2 brass daters	120 00	120 25
	Casings	25	
Total.....	5,880 55

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,

January 4, 1868.

SIR: I have the honor to transmit herewith a statement showing the contingent expenses of this bureau, in detail, for the fiscal year ending June 30, 1867.

Very respectfully, your obedient servant,

S. J. W. TABOR, *Auditor.*

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

Analytical statement of contingent expenses of the Bureau of the Fourth Auditor Treasury Department for the fiscal year ending June 30, 1867.

To whom paid.	For what object.	Amount.
John Q. Wilson	Mirror, \$2 50; chair, \$3; cushions, \$4 50	\$10 00
Sibley & Guy	Water cooler.....	11 00
John Boyle	16 window awnings and fixtures	172 80
H. H. Nichols	Services for month of July, 1866	15 00
James Kelly	Repairing ice box, &c	4 00
W. W. Farr	Repairs on clock	3 00
Philp & Solomons	1 copy Brightley's Digest, (supplement).....	6 50
James Sheehy	5 volumes Annual Cyclopaedia.....	27 50
F. & J. Rives	Daily Globe.....	10 00
Lewis White	Services for month of August, 1866	12 58
N. W. Burchell	Broom and dust pan	1 15

Analytical statement of the contingent expenses of the Bureau of the Fourth Auditor of the Treasury, &c.—Continued.

To whom paid.	For what object.	Amount.
Henry Cook	Repairs on chairs	\$2 00
Lewis White	Services for September, 1866	15 00
William S. Mitchell	Cloth, \$5; towels, \$9; oil-cloth, \$23 25	37 25
C. W. Boteler & Son	1 dozen tumblers	4 00
A. A. Watts	Washing towels for 1 quarter	26 00
Blanchard & Mohun	Books	73 50
H. H. Nichols	Labor	1 00
Lewis White	Services for month of October, 1866	15 00
Washington City Post Office	Postage on foreign letters	160 57
H. Sherman	Governmental History	5 00
J.W. Boteler & Bro	Dusters, \$9; whisps, \$1; sponge, \$1; duster, \$4 50; candlesticks, 38 cents; dusters, \$3 75; basin and ewer, \$2; soap slabs and dish, \$2 75; spittoons, \$15; water cooler, \$17; brooms, \$3.	59 38
Lewis White	Services for November, 1866	20 00
John Q. Wilson	Chairs, &c	71 50
Derby & Miller	Picture	25 00
D. C. Forney	Advertising	4 00
G. M. Powell & Co.	Picture	10 00
W. B. Moses	Oil-cloth	65 25
W. H. & O. H. Morrison	1 volume Opinions Attorneys General	4 50
Perry & Bro	Cloth	94
J.W. Boteler & Bro	Hatchet, \$1 50; coal hods, &c., \$12 22; spittoons, \$45.	58 72
Lewis White	Services for December, 1856	20 00
L. J. Middleton & Co.	Ice	105 37
A. H. Stockman	1 volume Rebellion Record	6 50
Aug. A. Watts	Washing towels, 1 quarter	25 00
John Markriter	Picture frames, &c	34 01
Henry Cook	Covering 1 chair	90
Detroit Post Co.	Advertising	2 50
Lewis White	Services for January, 1867	20 00
W. R. Baker	File boards	3 95
Washington City Post Office	Postage on foreign letters	103 79
C. G. Scott	2 volumes American Conflict	10 00
Hudson Taylor	Books and stationery	68 05
Perry & Co	Towels	12 00
J.W. Boteler & Bro	Buckets, sponge, and hatchet	9 75
E. D. Chamberlain & Co.	Stamps	24 50
W. S. Mitchell	Cotton cloth	5 00
Washington City Post Office	Postage on foreign letters	38 79
W. B. Moses	6 chairs	21 00
N.W. Burchell	1 broom, 65 cents; dust pan, 50 cents; lye, 35 cents; candles, \$1; $\frac{1}{4}$ gross toilet soap, \$7 50.	10 00
Henry Cook	Covering chairs	2 40
D. C. Forney	Advertising	8 00
Lewis White	Services for February, 1867	20 00
H. O. Hood	Ice pitcher	14 00
E. L. Dickinson	Engraving, (Carpenter's Lincoln)	7 75
W. & G. Ice Company, H. C. Jewell, treasurer.	Ice	43 89
A. A. Watts	Washing towels one quarter	25 00
J.W. Boteler & Bro	Buckets and brushes	14 50
W.W. Farr	Repairs on clock	1 50
M. A. Watson	2 clothes racks	1 50
John Markriter	Picture frame and fixtures	12 50
Brown & Chamberlain	2 dozen brooms	13 00
W. H. Boyd	4 copies City Directory	12 00
W. R. Baker	File boards	6 72

34 CONTINGENT FUND OF THE TREASURY DEPARTMENT.

Analytical statement of the contingent expenses of the Bureau of the Fourth Auditor of the Treasury, &c.—Continued.

To whom paid.	For what object.	Amount.
John T. Mitchell	Cotton cloth	\$3 00
James Kelley	Labor	2 50
Perry & Bro	Towels	7 50
John Q. Wilson	6 chairs	21 00
J.W. Boteler & Bro	2 water-coolers, marking brushes, &c.	35 50
A. H. Stockman	1 volume Chambers's Cyclopedia	5 50
Henry Cook	Repairing chairs, (and covering)	117 65
A. H. Stockman	1 volume Annual Cyclopedia	7 50
J.W. Boteler & Bro	1 lock	1 50
Washington City Post Office..	Postage on foreign letters	30 06
L. H. Schneider	Locks and locket casters	4 50
		<hr/> 1,882 22

Amount in treasury July 1, 1866.....	\$1,016 63
Less amount due T. J. Hobbs, disbursing clerk	431 48
	<hr/> 585 15
Appropriation for year ending June 30, 1867	3,000 00
	<hr/> 4,585 15
Disbursements by disbursing clerk	\$1,882 22
Reimbursement of treasury extension.....	1,503 87
	<hr/> 3,386 09
Balance June 30, 1897.....	199 06
	<hr/> <hr/>
In treasury undrawn	12 76
In hands of disbursing clerk.....	186 30
	<hr/> \$199 06
	<hr/> <hr/>

Respectfully submitted,

S. J. W. TABOR, *Auditor.*

TREASURY DEPARTMENT, FIFTH AUDITOR'S OFFICE,

January 8, 1868.

SIR: I have the honor herewith to enclose a statement of the condition of the contingent fund for this office for the year ending June 30, 1867, in compliance with the twentieth section of the act of Congress August 12, 1842.

I am, sir, your obedient servant,

C. M. WALKER, *Auditor.*

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

Statement of the condition of the fund appropriated for the contingent expenses of the office of Fifth Auditor of the Treasury, prepared in compliance with the 20th section of the act of Congress of August 26, 1842.

State of appropriation.	Amount.
Balance remaining of former appropriation, on June 30, 1866.....	\$1,944 87
Appropriation for fiscal year ending June 30, 1867.....	2,000 00
Total.....	3,944 87
From which deduct amount expended between July 1, 1866 and June 30, 1867, as per statement herewith.....	\$1,825 89
Paid for furniture	1,500 00
Outstanding account for furniture.....	520 00
Total.....	3,845 89
Balance on hand.....	98 98

C. M. WALKER, Auditor.

TREASURY DEPARTMENT,
Fifth Auditor's Office, January 8, 1868.

Statement of the contingent expenses of the office of Fifth Auditor of the Treasury.

Date.	To whom paid.	For what purpose.	Amount.
1866.			
July 1	Philp & Solomons	Sundries	\$37 50
2	Washington City Post Office...	Postages two quarters.....	19 59
3	J. C. Dorwart.....	Subscription, two months, Daily Chronicle.	2 00
6	Littlefield & Claggett.....	Death-bed scene, Lincoln	10 00
18	David Robinson	Cleaning carpet, &c.....	2 33
30	Bryant & Stratton	One interest table.....	6 00
Aug. 1	Henry Cooke.....	Covering and repairing chairs	54 30
1	Wm. B. Moses	Matting and oil-cloth	7 55
2	Mrs. E. Mead	Washing towels.....	8 00
2	H. Blau	Making and putting down matting.	8 12
2	L. J. Middleton & Co	Ice	55 25
Sept. 15	James Sheehy	Five volumes American Cyclopædia.	32 50
30	Washington City Post Office...	Postage	12 63
Nov. 27	George Francis.....	Soap	7 00
27	I. R. Hopkins & Co	One eight-day clock	10 00
Dec. 1	H. Blau	Making and putting down carpet...	86 15
1	Mrs. E. Mead.....	Washing towels.....	6 00
1	Henry Sherman.....	One copy History United States....	5 00
4	Barnes & Mitchell	Two pieces Russian diaper.....	10 50
7	Derby & Miller.....	Engraved copy portrait President Lincoln.	25 00
7	W. J. Mitchell	Carpeting	1,037 11
10	W. J. Mitchell.....	Carpeting	33 75
10	E. D. Chamberlain.....	One stamp and ribbon	15 50
12	Mrs. E. Mead	Washing towels.....	2 50
20	John Ogden.....	Sundries.....	6 45
28	A. H. Stockton	Volume nine Rebellion Record.....	6 50
31	F. W. Miller.....	One gas stove.....	10 00
31	Webb & Beveridge.....	Basket and bucket.....	3 00

Statement of the contingent expenses of the office of Fifth Auditor of the Treasury—Continued.

Date.	To whom paid.	For what purpose.	Amount.
1867.			
Jan. 1	Philp & Solomon	One atlas	\$20 50
2	Washington City Post Office...	Postage	25 40
22	C. S. Whittlesey	Brooms	4 00
Feb. 1	Mrs. E. Mead	Washing towels	4 00
8	J. Mead	Paid for railroad tickets	5 00
8	John Ogden	Feather dusters	5 00
25	George Francis	Step-ladder	6 50
Mar. 1	H. Blau	Laying matting, &c	9 50
15	J. Mead	Paid telegram San Francisco	7 06
15	National Republican	One year	7 66
15	Washington and Georgetown Ice Company.	To March 31, 1867	18 48
April 1	Washington City Post Office...	Postage	21 36
8	Office	Paid railroad tickets	5 00
8	Mrs. E. Mead	Washing towels	4 00
8	C. M. Clark	Proof picture, President Lincoln	10 00
17	W. H. Boyd	One copy city directory	3 00
May 1	Henry Cooke	Covering chair frame	2 40
1	J. Holcomb	Two volumes American Conflict	4 00
1	J. P. Milburne & Co.	One gum camphor	1 60
1	Mrs. E. Mead	Washing towels	2 00
10	Henry Baily	Sundries	13 30
31	George Francis	Sundries	3 00
June 1	Thomas Feorse	Repairing water pot	75
1	Mrs. E. Mead	Washing towels	2 00
10	H. Bayley & Co.	$\frac{1}{2}$ dozen brooms	3 00
11	Office	Paid for railroad tickets	5 13
22	A. H. Stockman	One volume Cyclopædia	6 50
22	Henry Bayley	One water-cooler	12 00
26	L. H. Sneider	One drawer lock	75
26	Secombe Manufacturing Co.	One brass dater	44 02
30	Mrs. E. Mead	Washing towels	2 00
30	Thomas Twiss	Repairing water-cooler	2 00
30	Washington City Post Office...	Postage	46 25
	Total		1,825 89

OFFICE OF THE AUDITOR OF THE TREASURY,
FOR THE POST OFFICE DEPARTMENT,
Washington, December 11, 1867.

SIR: I have the honor to transmit herewith a general and detailed statement of the expenditures of the contingent fund of this office for the fiscal year ending June 30, 1867, prepared in compliance with the requirements of the twentieth section of the act of Congress of August 26, 1842.

I have the honor to be, very respectfully,

H. J. ANDERSON, *Auditor.*

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

General statement of the condition of the fund appropriated for the contingent expenses of the office of the Auditor of the Treasury for the Post Office Department, prepared in obedience to the provisions of the 20th section of the act of Congress approved August 26, 1842.

State of appropriation.	Amount.
The balance of the appropriation for the year ended June 30, 1866, not drawn from the treasury July 1, 1866	\$142 93
Amount of appropriation for year ended June 30, 1867.....	6,000 00
	6,142 93
Less balance due disbursing agent July 1, 1866.....	68 25
Total.....	6,074 68
Between July 1, 1866, and June 30, 1867, there was expended for the necessary objects required for the accommodation of the office and the despatch of the public business, as will appear by the analytical statement subjoined, the sum of	6,026 42
Balance in the treasury July 1, 1866	142 93
	6,169 35
Less balance due disbursing agent July 1, 1867.....	94 67
Total.....	6,074 68

Analytical statement of the contingent expenses of the office of the Auditor of the Treasury for the Post Office Department from July 1, 1866, to June 30, 1867.

To whom paid.	For what object.	Amount.	Total.
W. W. Cox.....	Services in keeping stationery from July 1, 1866, to June 30, 1867.	\$52 99	
	Washing and making towels for the year.	299 65	
	Hauling and cleaning carpets.....	18 00	
	Labor.....	5 00	\$375 64
J. W. Drane.....	Repairs of furniture for the year.....	131 77	
	1 heavy walnut washstand.....	15 00	146 77
H. W. Hinkle.....	Repairs of furniture for the year.....		338 43
J. Shorter.....	Labor.....		5 00
David Peck.....	Hauling carpets.....		4 00
A. H. Young & Co.....	6 pounds soap.....	1 50	
	20 pounds soda.....	1 60	
	1 gross matches.....	4 25	
	18 pounds soap.....	2 50	9 85
W. W. Farr.....	Repairing clock.....		3 00
Washington & Georgetown Ice Company.	Ice from July 1, 1866, to March 31, 1867.		36 96
L. J. Middleton & Co....	Ice from July 1, 1866, to Dec. 31, 1866.		119 00
E. D. Chamberlain & Co.	Ribbon stamp.....		12 50
A. Burgorf.....	21 walnut desks with pigeon-holes complete.		280 00
Parker & McNichol.	Painting, graining and varnishing.....		71 00
John McCristal.....	do.....		20 00

Statement of the contingent expenses of the office of the Auditor of the Treasury for the Post Office Department, &c.—Continued.

To whom paid.	For what object.	Amount.	Total.
W. H. Harrover.....	13 pairs shovel and tongs, at \$3.....	\$39 00	
	13 hearth brushes, at \$1 12½.....	14 68	
	3 wire fenders, at \$8 50.....	25 50	
			\$79 18
W. H. Nalley.....	Binding 34 vol. Senate documents.....		42 50
D. Peck.....	Services as laborer 13 days, at \$1 50.....		19 50
A. Stevenson.....	Services as laborer 207 days, at \$2.....		414 00
S. Alexander.....	Broom.....		2 00
Hall & Plant.....	1 dozen brooms.....	6 00	
	1 gross parlor matches.....	3 25	
	2 boxes castile soap.....	6 50	
			15 75
J. Q. Willson.....	6 oak revolving chairs.....	48 00	
	5 library tables, at \$20.....	100 00	
			148 00
George J. Musser.....	6 pounds gum arabic, at \$1 50.....	9 00	
	5 pounds gum arabic, at \$1 30.....	6 50	
	45 pounds castile soap, at 40 cents.....	18 00	
	8 pounds castile soap, at 35 cents.....	2 80	
			36 30
R. G. Blaine.....	Weight for guard books.....		1 50
Webb & Beveridge.....	1 Britannia ice pitcher.....		8 50
Alfred Goulding.....	2 dozen portfolios, at \$15 87½.....		31 75
Hudson Taylor.....	Stamp and ribbon.....		15 50
A. H. Stockman.....	Volume 9 Rebellion Record.....	6 00	
	Annual Cyclopædia.....	6 50	
			12 50
W. H. Boyd.....	6 copies Washington City Directory.....		18 00
F. & J. Rives.....	Daily Globe.....		10 00
Tribune Association.....	New York Tribune.....		5 00
J. Disturnell.....	U. S. Register.....		6 00
E. B. Olmstead.....	National Republican from June 23, 1863, to March 21, 1866.....		15 50
J. L. Dorwart.....	Daily Chronicle from May 1 to Oct. 1, 1866.....		5 00
J. A. Jordan.....	2 cases for books.....	78 00	
	2 cases pigeon holes.....	120 00	
	2 steps.....	2 50	
	Making and graining table.....	15 00	
	Making, graining and putting up one large case.....	148 75	
	Putting shelves in cases.....	13 50	
	Making and graining case per agreement.....	40 00	
			417 75
Queen & Abell.....	8 sacks.....		4 00
Dempsey & O'Toole.....	Stamp.....		5 00
H. F. Zimmerman & Co.....	2 oak swivel chairs.....		17 00
W. B. Moses.....	Oak swivel chair.....	15 00	
	12 oak bent dining chairs.....	30 00	
	7 C. O. swivel chairs, at \$8.....	56 00	
	1 double E. C. washstand.....	6 00	
			107 00
J. W. Boteler & Brother.....	Furnishing goods, waste paper baskets, feather dusters, buckets, brooms, &c.....		75 90
W. O. Berry.....	Repairing furniture.....		4 15
W. S. Mitchell.....	99½ yards carpeting, at \$2 25.....	223 88	
	Sewing, laying and thread.....	19 90	
	10 yards Russia diaper, at 40 cents.....	4 00	
	10 yards crash, at 30 cents.....	3 00	
	2 yards oil-cloth, at \$1 50.....	3 00	
	4 yards towels, at 62½ cents.....	2 50	
	18 yards oil-cloth, at \$1 50.....	27 00	

Statement of the contingent expenses of the office of the Auditor of the Treasury for the Post Office Department, &c.—Continued.

To whom paid.	For what object.	Amount.	Total.
W. S. Mitchell—Contin'd.	1 picture cord and tassel.....	\$2 00	
	2 $\frac{3}{4}$ yards picture cord.....	63	
	2 reams brown paper, at \$3 25.....	6 50	
	Laying paper and 4 carpets.....	12 00	
	45 $\frac{1}{2}$ yards cocoa matting, at \$1 50.....	68 25	
	Sewing and laying cocoa matting.....	10 00	
	Laying 2 old carpets.....	6 00	
	93 $\frac{1}{2}$ yards white matting, at 80 cents. . .	74 80	
	480 $\frac{1}{2}$ yards red matting, at 85 cents. . .	408 42	
	Sewing and laying 574 yards red matting.	86 10	
	Laying 5 old carpets.....	15 00	
	Laying 182 yards cocoa matting.....	22 75	
	2 papers 16 oz. tacks.....	50	
	847 $\frac{1}{2}$ yards carpeting, at \$2 25.....	1,906 31	
	Sewing, laying and thread.....	169 45	
	Laying carpets.....	15 00	
			\$3,086 99
	Total.....		6,026 42

TREASURY OF THE UNITED STATES,

Washington, September 25, 1867.

SIR: I herewith transmit the usual yearly statement, showing the disbursements on account of the contingent fund of this office during the fiscal year ending the 30th June, 1867.

Very respectfully,

F. E. SPINNER,
Treasurer United States.

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

Statement of condition of the contingent fund of the United States Treasurer's office for the year ending June 30, 1867.

State of appropriation.	Amount.
Amount in treasury July 1, 1866	\$8,910 24
Amount in hands of disbursing clerk July 1, 1866	791 72
Amount of appropriation 1866-1867.....	7,500 00
	17,201 96
Expenditures from July 1, 1866, to June 30, 1867, as per the accompanying statement	\$2,508 33
Amount paid for new furniture to treasury extension	4,438 50
Amount remaining in treasury June 30, 1867.....	\$10,471 74
From which deduct amount due disbursing clerk	216 61
Leaving balance due United States Treasurer	10,255 13
	17,201 96

F. E. SPINNER, *Treasurer United States.*

*Abstract of disbursements on account of contingent expenses of the office of the
Treasurer United States for the year ending June 30, 1867.*

Number of voucher.	To whom paid.	On what account.	Amount.
Quarter ending September 30, 1866:			
1	Philp & Solomons	Books	\$41 50
2	Adams Express Company	Freight	2 25
3	F. A. Marden	Car tickets	5 00
4	D. C. Yingling	Livery	17 50
5	J. F. Doran	Horseshoeing	3 25
6	S. F. Savage	Oil-stone	1 60
7	J. W. Boteler & Brother	Pitcher	16 50
8	James Sheehy	Books	45 00
9	R. H. Graham	Work, &c	6 50
10	J. F. Doran	Horseshoeing	2 88
11	American Bank Note Company	Printing	254 25
12	F. & J. Rives	Globe	10 00
13	D. C. Yingling	Livery	17 50
14	Adams Express Company	Freight	11 20
15	J. P. Milburn & Co.	Alcohol	75
16	D. C. Yingling	Livery	17 50
17	J. W. Boteler & Brother	Bucket, &c	7 50
18	Sophia Holmes	Washing	30 81
Quarter ending December 31, 1866:			
1	Sears & Bro.	Towels, &c	12 40
2	D. C. Yingling	Livery	17 50
3	Louis Hill	Towels	1 56
4	T. A. Lutz	Brush, &c	50 00
5	J. F. Doran	Horseshoeing	2 50
6	J. P. Milburn	Chamois skin	2 00
7	Philp & Solomons	Pens	35 00
8	D. C. Yingling	Livery	17 50
9	J. F. Doran	Horseshoeing	3 50
10	G. M. Powell	Picture	10 00
11	R. H. Graham	Repairing carriage ..	24 50
12	N. W. Burchell	Brooms	2 00
13	D. C. Yingling	Livery	17 50
14	Sophia Holmes	Washing	29 25
15	L. J. Middleton & Co	Ice	94 20
16	J. L. Dorwart	Chronicle	12 00
17	J. F. Doran	Horseshoeing	3 50
18	Thomas Miller	Torch, &c	5 50
Quarter ending March 31, 1867:			
1	L. J. Rothrock	Picture frame, &c ..	14 00
2	Philp & Solomons	Book	5 00
3	Knessi & Norfleet	Straps, &c	94 50
4	J. F. Doran	Horseshoeing	3 50
5	J. W. Boteler & Brother	Buckets	1 50
6	J. T. Adams	Stars	4 40
7	D. C. Yingling	Livery	17 50
8	J. Disturnell	Books	12 25
9	Hatch & Co	Books	86 00
10	N. L. Chamberlain	Stamp	15 50
11	William E. Cunningham	Map	4 00
12	Sophia Holmes	Washing	29 32
13	D. C. Yingling	Livery	17 50
14	J. F. Doran	Horseshoeing	3 25
15	M. McNeal	Brooms	12 00
16	H. C. Jewett	Ice	23 10
17	J. S. Chambers	Locks	625 00
18	D. C. Yingling	Livery	17 50
Quarter ending June 30, 1867:			
1	Sears & Bro.	Sheeting	33 25
3	W. H. Boyd	Books	18 00

Statement of the contingent expenses of the office of the Treasurer of the United States, &c.—Continued.

Number of voucher.	To whom paid.	On what account.	Amount.
4	J.W. Boteler & Bro.....	Dust pan, &c.....	\$43 25
5	J. Disturnell.....	Book.....	12 50
6	J. F. Doran.....	Horseshoeing.....	5 00
7	Robert H. Graham.....	Carriage work.....	126 25
8	Knessie & Norfleet.....	Soap, &c.....	10 25
9	A.W. Eaton.....	Car tickets.....	5 00
10	D. C. Yingling.....	Livery.....	17 50
11	Sarah E. Valentine.....	Services.....	6 00
12	American Bank Note Company.....	Printing.....	252 00
13	S. F. Savage.....	Hatchet.....	1 00
14	H. Blau.....	Services.....	62 41
15	John F. Doran.....	Horseshoeing.....	2 50
16	D. C. Yingling.....	Livery.....	17 50
17	W. C. Bryan & Co.....	Evening Post.....	12 00
18	Adams Express Company.....	Freight.....	2 00
19	D. C. Yingling.....	Livery.....	17 50
20	John F. Doran.....	Horseshoeing.....	2 50
21	Sophia Holmes.....	Washing.....	34 20
	Total.....		2,508 33

TREASURY DEPARTMENT, SOLICITOR'S OFFICE,
January 7, 1868.

SIR In accordance with the requirements of the 20th section of the act of Congress approved August 26, 1842, I have the honor to transmit herewith a general statement of the appropriation for the contingent expenses of this office, and a statement showing in detail the disbursements therefrom during the fiscal year ending June 30, 1867, and the balance due to the disbursing agent.

Very respectfully, your obedient servant,

EDWARD JORDAN,
Solicitor of the Treasury.

Hon. H. McCULLOCH,
Secretary of the Treasury.

Statement of the sums paid from the contingent fund of the office of the Solicitor of the Treasury for "books, binding, labor, and miscellaneous items, and for statutes and reports" for the fiscal year ending June 30, 1867.

To whom paid.	For what object.	Amount.
National Republican.....	Subscription.....	\$13 95
John Boyle.....	Window awnings, &c.....	60 00
Alfred Hunter.....	Books.....	46 00
Daily Globe.....	Subscription.....	20 00
Pottier & Stymus.....	Office furniture.....	35 00
J. Bradley, agent.....	Office furniture.....	160 00
Thomas Dutton.....	Labor and miscellaneous.....	780 39
Daily Chronicle.....	Subscription.....	9 00
W. S. Mitchell.....	Carpets, &c.....	328 35
New York Daily Tribune.....	Subscription.....	10 00

Statement of the sums paid from the contingent fund of the office of the Solicitor of the Treasury for books, binding, &c.—Continued.

To whom paid.	For what object.	Amount.
New York Daily Times.....	Subscription	\$24 00
United States and American Telegraph Company.	Telegrams	263 56
King & Baird	Books	40 00
Franck Taylor	Books	247 25
Green & Williams	Office furniture	50 00
W. Guild & Co	Books	22 25
W. & J. Sloane	Carpets	291 63
Little, Brown & Co.....	Books	51 00
Henry Sherman	History.....	5 00
Philp & Solomons	Books	1,964 75
W. H. & O. H. Morrison....	Books	33 00
L. J. Middleton	Ice	36 25
Thomas W. Miller	Stove and pipes	17 80
S. F. Savage	Coal hods, &c.	11 75
National Currency Bureau....	Printing, &c.....	185 02
J. W. Boteler & Bro	Ladders	19 50
W. B. Moses	Office chair	20 00
National Intelligencer.....	Subscription	19 00
New York Herald.....	Subscription	14 00
H. Blau	Upholstering	14 00
Washington & Georgetown Ice Company.	Ice.....	13 86
Washington City Post Office..	Postage.....	7 24
W. H. Boyd	City Directory.....	12 00
New York Evening Post.....	Subscription	12 00
French & Richardson	Books	6 00
John E. Rosette	Services	23 15
D. W. Middleton	Services	11 96
P. W. Clark.....	Portrait.....	20 00
Total .....	.....	4,903 66

Statement showing the general state of the appropriations for the contingent expenses of the Solicitor's office at the close of the fiscal year ending June 30, 1867.

State of appropriations.	Amount.
Amount of bills paid by the disbursing clerk for the fiscal year, as per preceding statement.....	\$4,903 66
Balance appropriation unexpended June 30, 1866.....	\$2,350 76
To which add appropriation of 1866.....	2,200 00
	4,550 76
Balance due disbursing agent	352 90

TREASURY DEPARTMENT, REGISTER'S OFFICE,

January 3, 1868.

SIR: I have the honor to transmit herewith a statement of the expenditures of the contingent fund of the office of the Register of the Treasury, for the

fiscal year ending June 30, 1867, prepared in compliance with the provisions of the 20th section of the act of Congress of August 26, 1842.

Very respectfully, your obedient servant,

N. L. JEFFRIES, *Acting Register.*

Hon. H. McCULLOCH,

Secretary of the Treasury.

General statement of the condition of the fund appropriated for the contingent expenses of the Register of the Treasury Department for the fiscal year ended June 30, 1867, prepared in obedience to the provisions of the 20th section of the act of Congress of August 26, 1842.

State of appropriation. .	Amount.
Balance of appropriation on July 1, 1866.....	\$58 37
Appropriated by act of July 23, 1866	8,000 00
Balance in hands of disbursing clerk July 1, 1866..	71 65
Balance due to disbursing clerk July 1, 1867.....	762 50
	8,892 52
Amount expended during fiscal year ended June 30, 1867, per analytical statement	\$8,892 52

N. L. JEFFRIES, *Acting Register.*

TREASURY DEPARTMENT,

Register's Office, January 3, 1868.

Analytical statement of the contingent expenses of the Register of the Treasury from July 1, 1866, to June 30, 1867.

To whom paid.	For what object.	Total amount.
Webb & Beveridge	Feather duster, at \$3 75; sweeping brush, at \$3 75; bucket, at 60 cents.	\$8 10
Samuel Nyburg.....	Repairing 2 gold pens.....	1 00
J. P. Bartholow & Co. . .	2 bags, at \$1 30.....	2 60
Eliza Barbour.....	Washing towels from July 1, 1866, to June 30, 1867.	115 56
Henry Cook.....	Repairing chairs, desks, racks, &c.....	102 55
Nancy White.....	Services as laborer in the Register's office	} 1,257 50
Julia Smallwood.....	do.....do.....	
Margaret Carter.....	do.....do.....	
Ellen Ridgeway.....	do.....do.....	
Williams & Gallant.	File boards for Register's office.....	68 75
J. B. Williamson	Repairing chairs, screens, elevating desks, at \$20; making 2 book cases 12 feet long by 11 feet high, at \$1,000.	1,020 00
John Boyle.....	Window awnings.....	228 00
Sibley & Guy.....	1 horse bucket.....	1 60
Hudson Taylor.....	4 City Directories, at \$2 50.....	10 00
James Scott.....	2 dozen tumblers, at \$2 50.....	5 00
T. G. Austin & Co	Soap for Register's office.....	17 94
F. & J. Rives.....	Daily Globe; Congressional Globe and Appendix 39th Congress.	20 00
W. Eliot.....	17 pounds gum arabic, at \$1 25.....	21 25
W. Orme & Son.....	1 dozen crocks.....	6 00
J. L. Dorwart	Subscription to Daily Chronicle.....	12 00
American Telegraph Co ..	For telegraph despatches.....	7 10
A. Cogan.....	Hemming 73 towels.....	8 00

Statement of contingent expenses of the Register of the Treasury, &c.—Continued.

To whom paid.	For what object.	Total.
W. M. Shuster & Brother.	73 yards huckaback, at 62½ cents.	\$45 62
J. R. Barr.	3 buckets, at 35 cents.	1 05
A. M. Doolittle.	1 stencil plate, ink, &c.	75
Henry Sherman.	1 copy Governmental History of the United States.	5 00
C. H. Brainard.	1 copy First Reading of Proclamation, &c.	25 00
C. Woodward & Son.	2 painted water buckets, at \$1 50.	3 00
George Francis.	1 ten-gallon water-cooler.	20 00
G. M. Powell & Co.	1 picture, Voters for Constitutional Amendment.	10 00
Lilian Foster.	2 copies Life and Speeches of President Johnson, at \$2.	4 00
W. H. & O. H. Morrison.	Wallace's Reports, volumes 1 and 2, at \$12; 2 volumes Statute Laws 186—6, at \$5.	17 60
Francis Lamb.	1 R. W. frame and glass, at \$7 50; hanging do., at \$1; cord, at 50 cents.	9 00
L. G. Middleton & Co.	Ice furnished Register's office.	168 50
W. B. Dana & Co.	Commercial and Financial Chronicle from Jan. 1, 1867, to Dec. 31, 1867 inclusive.	10 00
Thomas W. Miller.	Pendant lights, brackets, chandelier, &c.	25 00
L. H. Schneider.	Wardrobe hooks, locks, bolts, cloths, racks, &c.	30 42
J. W. Boteler & Brother.	Buckets, brooms, spittoons, pitchers, water-cooler, brushes, mats, &c.	82 85
A. H. Stockman.	Volume 9 Rebellion Record, at \$6 50; Encyclopedia, at \$5 50.	12 00
National Currency Bureau.	Work, and sundry article furnished Register's office.	693 93
G. M. Wight.	2 revolving chairs, at \$3 50.	17 00
W. S. Mitchell.	4½ yards oil-cloth, at \$2 28.	10 12
Western Union Telegraph Company.	1 telegram.	75
J. Disturnell.	5 United States Registers, at \$1; 5 Census of United States, at 75 cents.	8 75
Snow, Coyle & Co.	Daily National Intelligencer from Jan. 1, 1865, to Jan. 1, 1867.	24 00
Cruitt & Campbell.	4 portables, at \$10 50; 4 astral shades, at \$4 50.	60 00
H. C. Jewitt.	96 pounds ice daily, at 2¼ cents, from Jan. 1, to March 31, 1867.	55 44
H. Blau.	6 chair cushions, at \$4 50; making and laying carpets, oil-cloths, &c., at \$115 29.	142 29
G. D. Baldwin.	2 magnifying glasses, at \$1 50, and 50 cents.	2 00
National Republican.	Daily National Republican from July 1, 1866, to July 1, 1867.	7 50
S. F. Savage.	1 cash box.	5 00
T. N. Conrad.	Honey, glycerine, soap, &c.	19 00
P. M. Clark.	1 India proof Marshall's Lincoln and frame.	16 00
W. H. Boyd.	4 copies City Directory, at \$3.	12 00
Bowis & Co.	1 large bucket.	1 00
J. Holcombe.	1 copy volume 2 American Conflict.	4 00
Franck Taylor.	Volume 9 Rebellion Record.	6 50
L. Whitney.	Telegrams for Register's office.	2 60
C. W. Willard.	Green Mountain Freeman from Jan. 1, 1865, to Jan. 1, 1868.	7 50
M. Goodall.	Services as laborer for June, 1867.	30 00
James Sheehy.	1 volume Annual Encyclopædia.	9 00
	Amount paid to Treasury extension for furniture, &c., furnished Register's office during the fiscal year.	4,515 92 4,376 60
	Total.	8,892 52

TREASURY DEPARTMENT, OFFICE OF THE LIGHT-HOUSE BOARD,
Washington, October 14, 1867.

SIR: I have the honor to transmit herewith a statement of the disbursements made on account of the contingent fund of this office, during the year ending June 30, 1867, and also the balance on hand at that date, to the credit of the appropriation.

Very respectfully,

W. B. SHUBRICK, *Chairman.*

Hon. H. McCULLOCH,
Secretary of the Treasury.

General statement of the condition of the fund appropriated for contingencies for the office of the Light-house Board, as required by the twentieth section of the act of Congress of August 26, 1842.

State of appropriation.	Amount.
Amount in treasury June 30, 1866	\$500 00
Amount appropriated per act of July 23, 1866	600 00
Amount appropriated per act of July 28, 1866	1,000 00
	<hr/> 2,100 00 <hr/>
Balance due disbursing clerk June 30, 1866	\$25 26
Expenditures from July 1, 1866, to June 30, 1867	554 44
Amount in hands of disbursing clerk, June 30, 1867	145 56
Amount to credit of appropriation June 30, 1867	1,374 74
	<hr/> 2,100 00 <hr/>

W. B. SHUBRICK,
Chairman Light-house Board.

TREASURY DEPARTMENT,
Office Light-house Board, July 1, 1867.

Statement of the contingent expenses of the Light-house Board for the year ending June 30, 1867.

To whom paid.	For what paid.	Amount.	Total.
Washington city post office.	Postage from April 1, 1866, to June 30, 1867.	.....	\$51 96
J. L. Dorwart	Subscription to Daily Chronicle, 1 year.	.....	12 00
F. & J. Rives	Subscription to Daily Globe, 1st session 39th Congress.	.....	10 00
American Seamen's Friend Society.	Subscription to Sailors' Magazine, 1 year.	.....	1 00
W. J. Murtagh & Co.	30 copies of the National Republican.	.....	1 50
W. H. Boyd	1 copy City Directory, 1867.	.....	3 00
W. H. & O. H. Morrison ..	1 copy acts of Congress, 1866-'67.	.....	2 00
Washington and Georgetown Ice Company.	Ice from March 24, 1866, to March 31, 1867.	.....	33 66

Statement of the contingent expenses of the Light-house Board, &c.—Continued.

To whom paid.	For what purpose.	Amount.	Total.
Garden Snowden.....	Washing towels for one year	\$20 00	
	Soap, \$4 25; brooms, \$1 75; cartickets, \$6 10.	12 10	
	Dusters, \$5; sponge, 50 cents; spit- toons, 50 cents.	6 00	
	2 linen map covers, \$4; marking pot, 35 cents.	\$4 35	
	1 post office balance from $\frac{1}{2}$ to 8 oz....	3 25	
			\$45 70
A. T. Stewart & Co.....	99 yards matting \$58 21; 12 cocoa mats, \$21 54.		79 75
H. Blau.....	Making up and laying carpets, mat- ting, &c.		43 93
National Currency Bureau .	Printing notice to mariners, blanks, &c.		235 49
Henry Cook.....	Recaning and covering chairs.....		26 00
L. H. Schneider.....	6 clothes racks, \$4 50; 12 hooks, 50 cents.		5 00
Webb & Beveridge	6 tumblers, \$1 50; 1 pitcher, \$1 25...		2 75
William Smith	Repairing cancelling stamp		1 00
	Total		554 44



HARBORS ON LAKE ONTARIO.

LETTER

FROM

THE SECRETARY OF WAR,

IN ANSWER TO

A resolution of the House of the 17th instant, relative to the condition of harbors at Oswego and Salmon River, on Lake Ontario.

JANUARY 27, 1868.—Referred to the Committee on Commerce and ordered to be printed.

WAR DEPARTMENT,
Washington City, January 24, 1868.

SIR: In compliance with a resolution of the House of Representatives of January 17, 1868, I have the honor to send herewith a report by the Chief of Engineers of this date, containing information called for respecting the condition and requirements of the harbors of Oswego and Salmon River, on Lake Ontario.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

HON. SCHUYLER COLFAX,
Speaker of the House of Representatives.

HEADQUARTERS CORPS OF ENGINEERS,
Washington, D. C., January 24, 1868.

SIR: In compliance with the resolution of the House of Representatives of the 17th instant, calling for "any information in the possession of the War Department concerning the condition and requirements of the harbors of Oswego and Salmon River, on Lake Ontario, received since the date of the last annual report of the Secretary of War," referred to these headquarters for report, I have to transmit herewith the following, viz:

1. Letter of Brevet Colonel C. E. Blunt, corps of engineers, dated January 6, 1868, in relation to the extension of the United States pier at Oswego, New York.

2. Report, with map, of Brevet Colonel C. E. Blunt, corps of engineers, dated November 30, 1867, relative to the harbor of Port Ontario, or entrance to Salmon river, Lake Ontario.

The views of Colonel Blunt, as to the necessity for the extension of the United States pier at Oswego, are concurred in.

It does not appear that the wants of commerce and navigation require the construction of a harbor at the mouth of Salmon river, at the cost estimated.

The resolution of the House of Representatives is herewith returned.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,

Brigadier General of Engineers, Commanding.

Hon. E. M. STANTON,

Secretary of War.

OSWEGO, *January 6, 1868.*

SIR: I have been called upon within a few days by Judge Churchill, member of Congress for this district, and Mr. Carrington, president of the Board of Trade of this city, in relation to the extension northwardly into the lake of the United States pier at this place. Mr. Carrington represents the commercial interest of Oswego, which is very anxious that this extension should be commenced as soon as possible. In my last annual report, and in my letter of April 27, 1867, I have referred to this subject and expressed an opinion favorable to the proposed structure. Since then, with additional experience here, I have become still more convinced of the necessity of the desired extension, not only for the reasons assigned in my communications above referred to, but for two additional ones: First, the proposed pier will serve to arrest the eastward progress of the gravel drift, which now, in crossing the entrance, has a tendency to form a bar there; and second, it will decidedly lessen the risk now run by vessels entering the harbor during a gale, of being driven against the east pier, inasmuch as it will, by making a lee, cause smooth water between the two piers. Two vessels with valuable cargoes have been sunk this fall at the very entrance, which, it is most probable, would have got in safely had this proposed pier been built.

In my annual report I suggested, as a reason for deferring this construction, its possible interference with any new permanent outer pier, should such be built, but independent of the very great uncertainty of the building of such a permanent outer pier which would involve a very large expenditure, I am now of opinion that, if built, it could be so placed that the one now discussed would in no way injure the new harbor.

I therefore, at the suggestion and request of the gentlemen I have mentioned, respectfully suggest the advisability of calling for an additional appropriation of \$50,000 for the improvement of Oswego harbor, to be applied in the construction of this pier. A length not under 400 feet will be required, which, supposing it to be in 20-feet average depth of water, will cost that amount.

I do not consider it quite safe (supposing such a use admissible) to use the appropriation now available, or the \$25,000 I asked for in my annual report, for this particular purpose, for the present pier is in such a condition, notwithstanding the constant patching, that there is no knowing what serious damage may be caused by the winter and spring gales, requiring large expenditures for its repair.

Very respectfully, your obedient servant,

C. E. BLUNT,

Lieut. Colonel of Engineers, Brevet Colonel U. S. A.

General A. A. HUMPHREYS,

Chief of Engineers U. S. A., Washington, D. C.

UNITED STATES ENGINEER OFFICE,

Oswego, New York, November 30, 1867.

SIR: As directed by headquarters letter of 28th October, 1867, I have made an examination of the harbor of Port Ontario, at the mouth of Salmon river,

Lake Ontario, New York; have obtained such statistics and other information as I could, and such profiles and soundings as the lateness of the season would permit, and have the honor to submit my report upon the subject as required by my instructions. A map of the locality is also submitted. It is based in part upon a recent survey which I obtained in the land office at Pulaski, and in part upon levels, measurements, and soundings, taken under my own direction. In consequence of the setting in of the fall gales, which have been constant since the receipt of my instructions, and which cause a heavy sea and breakers upon the shore in the vicinity, it has been impracticable to procure any soundings except in the river and pond, and one datum, the distance of the 15-foot curve from the shore, could not be accurately obtained. This datum and its dependent, the length of the piers required, has therefore been assumed upon information obtained at the harbor, and from Lieutenant Smead's report hereinafter referred to.

Salmon river is a stream of some considerable magnitude which enters into Mexico bay, Lake Ontario, about twenty miles east of Oswego. The insignificant decaying village of Port Ontario, thirty years ago the site of a grand land speculation, is about a mile above its mouth. The river in its lower portion is winding, with low, marshy shores and islets, which are covered in freshets and at the high stage of the lake. Its outlet has probably been more than once changed by the action of the lake upon the flat, sandy shores; and one of these changes has doubtless caused the basin now called Selkirk pond, which is shown upon the map. The river now enters the lake over a bar about 6 feet in depth, in a line nearly parallel to the beach, and at right angles to its previous course. At this entrance are still visible the remains of two piers, built, I understand, by the United States twenty-five or thirty years ago, and also an abandoned light-house. These piers (shown upon the map with this report) do not seem to me to have been very judiciously located, for reasons which cannot be better stated than in the language of a report made September 20, 1836, to Colonel J. J. Abert, by Lieutenant R. C. Smead, United States army. Lieutenant Smead, referring, it would seem, to a proposed plan of improvement at this point, which (or something similar) was probably partially carried into execution, says: "The present entrance would be a very difficult and dangerous one, even if the bars were removed. A vessel coming from the west before the wind would be under the necessity of running almost on a lee-shore before changing her direction, and then turning 90° to the right, in a space so narrow as to allow no lee-way; she would therefore be in imminent danger of going ashore in the act of luffing. The plan submitted by Mr. Hugunin does not remove the evil, but rather increases it, as a vessel could generally shape her course so as to enter the natural mouth obliquely from the northwest, but if improved according to his plan, she must come square in, and turn a right angle in a channel 200 feet wide, which appears to me to be impossible to be accomplished in safety in a gale from the west, with a heavy sea rolling in between the piers. Indeed I believe it to be impracticable to make a safe and convenient entrance that shall follow the present channel of the river." For these reasons, with which my own opinion entirely agrees, I cannot recommend any expenditure whatever at the *present* entrance of the river.

In order to obtain a better entrance to the harbor it is my opinion that the present outlet of the river should be closed by a dike, and a new and direct one cut through the narrow sand-spit or point which now divides it from the lake. Appearances seem to indicate ancient outlets through this spit, which have been, as above referred to, closed by the action of the lake, in drifting the fine sand of which the shores in the vicinity seem wholly composed. The sides of this cut, which should be 200 feet wide at least, should be protected by crib-work, and the new channel, or mouth, dredged out to twelve feet depth at low water. A pier should be carried out into the lake on the prolongation of the south side of this new opening, to at least 15 feet depth at low water, which would

be, it is believed, 1,000 feet long. A light-house on a pier-head of sufficient size will also be absolutely necessary. A north pier is not necessary as a barrier against drift material from the north, but will be needed to confine the current of the river and assist its action in keeping the channel clear, as well as to give smoother water in entering the harbor. This north pier should not be less than 400 feet in length. The distance between these piers should not be less than 200 feet. Any lesser opening would render the access in gales very difficult. In any case, the entrance can scarcely be so easy as that of Oswego harbor, which is 350 feet wide, and a vessel missing that could scarcely expect to succeed in entering Salmon river, even with an equal width of entrance. If the distance between the piers, however, is made greater than 200 feet the river will not be able to keep the channel scoured out. Indeed, it is believed, from all the appearances and information which can be gained, that this entrance will require more or less annual dredging to secure a sufficient depth of water, and to counteract the tendency of natural causes to close all the entrances by bars.

The position of the old piers is favorable to smooth water in the river inside, and a direct cut with piers into the lake must of course cause a certain amount of sea inside when there is a westerly gale.

For this reason, and because the channel of the river will not give sufficient space for a harbor, as the plan clearly shows, and to obtain sufficient harbor and anchorage room, the basin called Selkirk Pond should be dredged out to at least ten feet at low water; the river channel itself will also require some dredging, as appears by the soundings.

With these views as the basis of my calculations, viz: the closure of the present channel; cutting a new one at least 200 feet wide through the sand-spit at or near the low place called the "Wind Gap," to be dredged out to 12 feet at low water, and protected by crib-work on each side; with two piers run out into the lake in a direction nearly northwest and southeast; the north pier 400 feet and the south 1,000 feet long, the latter prepared for a light-house or beacon light; dredging out the channel of the river near the new cut and between the new piers outside, and dredging out also the middle of Selkirk Pond, to give at least ten feet at low water. The estimate of cost will be as follows:

Cut through spit above low water at narrowest point, called "Wind Gap," 11,713 cubic yards sand excavation, at 30 cents.	\$3,513 90
Channel through spit 200 feet wide with 12 feet water, 27,821 cubic yards dredging, at 25 cents	6,955 25
Dredging outside and between piers, 700 feet by 240 feet by 6 feet, equal to 37,100 cubic yards, at 25 cents	9,275 00
Crib-work to protect sides of cut, 300 by 2 feet, 600 feet long, at \$25 per running foot	15,000 00
North pier 400 feet long, of cribs 30 feet long, 20 feet wide, and 15 feet average height, at \$50 per running foot, complete.....	20,000 00
South pier, 1,000 long, at same prices	50,000 00
Light-house head, 40 feet square	5,000 00
Dredging in river, 80,500 cubic yards	
Dredging in Selkirk Pond, 309,600 cubic yards, 390,100 cubic yards, at 25 cents	97,525 00
Contingent expenses	1,730 00
Total cost of improvement	<u>209,000 00</u>

No estimate is made of the cost of closing the present entrance, as that can be done by depositing in it the material removed in dredging.

It is difficult to see how this can be materially reduced. The heavy item of dredging out Selkirk Pond cannot be omitted, if any harbor space is to be pro-

vided, and it is doubtful whether the width between the piers should not be 300 feet instead of 200 feet. At Oswego it is 350 feet, and the difficulty of entrance will be greater at Salmon river. The width at Charlotte is 300 feet.

Before the use of tugs at Oswego it was almost impossible for vessels to leave Oswego harbor with a wind blowing fresh from the westward. This difficulty would be still greater at Salmon river, and there is not now, nor is likely to be, sufficient business to induce tugs to lie in the new harbor for the purpose of bringing vessels in or out. The facilities for entering Oswego harbor, arising from this use of tugs, are much greater than they were thirty years ago, when Lieutenant Smead's report was written. This remark brings me naturally to the second portion of the report which I am required to make, viz, "the necessity or otherwise of a harbor of refuge in that vicinity, stating statistics of the loss of life and property that may have occurred from the want of such harbor."

Before entering into this subject, however, it may not be amiss to give the few figures I have been able to obtain bearing upon the business of the village of Port Ontario, which is a port of entry:

Value of imports during year ending June 30, 1867	\$896 21
Duties collected during year ending June 30, 1867	154 48
Foreign arrivals	22
Foreign clearances	6
Coastwise arrivals	10
Coastwise clearances	9

The discrepancy between arrivals and clearances is accounted for by the fact that some vessels after reporting at Port Ontario subsequently came to Oswego, for which place, being in the same district, no actual clearance is required.

Resuming the question as to the necessity of a harbor of refuge in this vicinity, I quote from the report of Lieutenant Smead, made September 20, 1836, and before referred to. He says: "From its position, [meaning Mexico bay,] opening to the northwest, from the direction of the prevailing winds, and from the fact that there is no harbor between Oswego and Sackett's Harbor into which vessels can run in a gale, it is extremely dangerous to the navigation of the lake. Vessels driven into it in a west or northwest gale are past all hope of safety; they must inevitably be driven ashore, and that too on a beach so shallow that they ground and go to pieces some two or three hundred yards from the shore, and the crews almost inevitably perish. Many melancholy instances of this kind have occurred, and many valuable lives been lost, for want of a port of refuge on this dangerous coast. In this view of the subject the improvement of the mouth of Salmon river is a work of the utmost consequence to the lake navigation generally; to say nothing of the smart little places which are springing into existence on its navigable waters; which this improvement, the Watertown and Rome railroad, which will pass near this place, and a rich fertile country round it, cannot fail to make places of some consequence. Its principal value, however, will be as a port of refuge." This reasoning is as good to-day (for sailing vessels) as when it was written, though his anticipations as to the growth of Port Ontario and other villages have not been fulfilled. I have obtained from A. D. Harrington, of Selkirk, at the mouth of Salmon river, a statement relating to the loss of vessels in Mexico bay, a copy of which I transmit with this report, and from which it appears that since the old light-house was abandoned in 1854, twenty-two vessels, with an aggregate tonnage of about 2,200 tons, have gone ashore within ten miles of Salmon river; sixteen of which vessels were a total loss, with a loss of three lives. Whether the loss of all or any of these vessels would have been prevented had there been a harbor of refuge at Salmon river, or whether all, or any of them, had previously attempted and failed to enter Oswego harbor, I have not been able to learn. I have endeavored, without success, to obtain from the vicinity of Port Ontario some written expression of the

wishes and views of that neighborhood as to the expenditure of public money at this point.

I also endeavored to obtain the views of masters of vessels navigating the lake, a very large proportion of whom are to be found at Oswego at this season of the year; and it having been generally understood that I wished for some statement upon the subject, the paper herewith has been sent to me, from which it would seem that many persons, whose opinions may be supposed of value, do not realize the necessity of a harbor of refuge at this point.

The map accompanying this report shows the harbor, so called, with the improvements I deem necessary, if it should be decided to make it a harbor of refuge. It shows also in a sub-sketch the position of Salmon river relative to Oswego, Sackett's Harbor, and the east end of Lake Ontario in general.

Respectfully submitted :

CHARLES E. BLUNT,

Lieut. Colonel of Engineers, Brevet Colonel U. S. A.

General A. A. HUMPHREYS,

Commanding Corps of Engineers, Washington City, D. C.

OSWEGO, November —, 1867.

DEAR SIR: We, the undersigned ship-masters and ship-owners of the port of Oswego, and of the northwestern frontier bordering on Lake Ontario and the River St. Lawrence, respectfully and earnestly remonstrate against expenditure of money for the improvement of the harbor of Port Ontario, in Oswego county, for the following reasons :

First. The improvement of said port for a harbor of refuge is unnecessary, from the fact that Henderson harbor is a natural harbor with the very best anchorage, and capable of accommodating a large fleet of vessels, and only fifteen miles to the eastward of Port Ontario.

Second. Sackett's Harbor and Chaumont bay, about twenty-five miles to the eastward of said Port Ontario, are among the finest harbors in the world, easy of access, with very best anchorage and harbor room for the whole commerce of Lake Ontario and River St. Lawrence.

Third. Port Ontario is situated at the eastern extremity of Mexico bay, one of the most dangerous bays to navigate on the northwestern lakes, and the soil, composed of quicksand, would render it next to impossible to maintain permanent piers at this point. We would therefore recommend that you report to the proper department at Washington the impropriety of improving the harbor at Port Ontario, as the said improvement, in our opinion, is not necessary for the protection of the commerce of the northwestern lakes.

Ship-owners.

Mollison & Hastings.
S. Doolittle.
M. M. Wheeler.
I. C. Pease.
John M. Barrow.
Thomas Martin.
B. T. Greene.
F. T. Carrington.
Dew & DeWolf.
Patrick Lynch.

Ship-masters

Robert Hayes.
H. O. Gilmore.
David Biggs.
James Draper.
Peter July.
M. J. Cummings, (owner.)
George Goble.
Charles Parker.
Robert Murphy.
E. Travis, jr.

Ship-owners.

Hosea N. Rogers.
 A. F. Barker.
 Smith & Post.
 C. A. Parker.
 E. Travis, jr.
 G. A. Crolins.
 R. H. Bettres.
 S. Moore.
 O. W. Clary.
 M. Goldin.
 S. G. Johnston.
 J. M. Harmon.
 Houghton & Selleck.

Ship-masters.

O. W. Green.
 Wm. Morgan.
 Wm. Williams.
 W. Sweetlanes.
 W. J. Waters.
 H. Beardsley.
 John T. Van Alstine.
 Daniel Lynes.
 Geo. O. Parker.
 C. W. Johnson,
 J. J. Morley.
 H. B. Hawkins.
 G. W. Clement.

Colonel C. BLUNT.

OSWEGO, *November 21, 1867.*

SIR : In addition to the reasons set forth in the accompanying memorial or remonstrance for withholding expenditure of money for the improvement of the outlet of Salmon river, to make it a harbor of refuge, allow us to state that in our opinion a state of weather which would prevent or make it extremely dangerous for a vessel to enter the harbor of Oswego would also make it quite impossible to make a harbor at Port Ontario, as with a west, northwest, or north-northwest wind, a much heavier sea and greater under-current is experienced in Mexico bay than in any other point on Lake Ontario.

C. M. Foot & Co.
 C. M. Johnson.
 A. M. Garman.
 Houghton & Selleck.
 J. J. Morley.
 Chas. Wheeler.
 C. C. Morton.
 H. C. Stillman.
 D. L. Couch.
 A. H. Failing.
 Wm. A. A.
 Chas. Allison.
 Jenkins, Howe & Co.
 Dunn & Cummings.
 Rob't. S. Kelsey.
 Robert S. Says.

Chas. Parker & Sons.
 O. W. Clary.
 Daniel Lynes.
 B. F. Greene.
 J. M. Barrow.
 Wm. Williams.
 M. Goldin.
 J. D. Murphy.
 J. M. Cornish.
 Robt. Hayes.
 S. G. Johnston.
 Geo. O. Parker.
 Albert C. Hastings.
 W. Newkirk.
 H. A. Brown.
 Geo. B. Howe.

Colonel C. E. BLUNT,

United States Engineer, Oswego, N. Y.

Port Ontario, (Salmon river,) Mexico bay, Lake Ontario—business for fiscal year ending June 30, 1867.

Imports.	Value.	Duty.
75 bushels potatoes	\$36 79	\$18 75
158 pounds butter	24 20	6 32
113 pounds tallow		
2,000 pounds beef	86 63	21 13
395 hides	17 71	1 23
18 bushels wheat	144 93	3 60
47 pounds Lillnets	94 00	3 06
14 pounds thread	14 20	5 68
30,000 feet lumber	312 42	62 48
56 animals	38 08	7 61
Miscellaneous	117 25	22 12
	896 21	154 48

Total foreign arrivals	22
clearances	6
Coastwise arrivals	10
clearances	9

Discrepancy between arrivals and clearances accounted for by fact that very many vessels, after reporting at Port Ontario, subsequently came to port at Oswego; being in the same district no actual clearance was required.

Vessels ashore within ten miles of Port Ontario, New York, since the abandonment of light and pier.

Date.	Name.	No. tons.	Cargo.	Remarks.
1854	Brig Halifax	200	Flour	Total loss.
1856	Schooner Forwarder	80	Lumber	Do.
1859	Schooner F. L. Banney	150		Do.
1861	Schooner Beaver			Do.
1861	Schooner Oriental	175		Do.
1861	Brig Sampson	200		Got off.
1862	Schooner Christina	150	Corn	Total loss.
1862	Sloop North Star	70		Got off.
1862	Schooner Convoy	70		Total loss.
1864	Schooner Anna Moulton	70	Rye and barley	Do.
1864	Tug Franklin and two canal boats		Wheat	Got off.
1864	Schooner Collings		Coal	Total loss.
1864	Schooner Wave	100		Do.
1863	Schooner Execution	150	Lumber	Do.
1863	Sloop Marion	80		Got off.
1864	Brig Harvey, captain and one man frozen ..	200	Wheat	Total loss.
1864	Sloop Grand Traffic	40		Got off.
1867	Sloop Ranger, twice	40		Do.
1867	Schooner Sodus	100		Total loss.
1867	Schooner Pigeon	80		Do.
	Two other first-class schooners, name not known; one man drowned			Do.

REVISED ESTIMATES—POST OFFICE DEPARTMENT.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

Revised statement of the estimates of appropriations required for that department for the fiscal year ending June 30, 1869.

JANUARY 27, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

POST OFFICE DEPARTMENT,
January 24, 1868.

SIR: I have the honor to hand you herewith an amended statement of the estimated expenditures of this department for the fiscal year ending June 30, 1869. A clerical error occurred in giving the

Amount of inland transportation at	\$11, 730, 000
From this should have been deducted the overland transportation	\$900, 000
For which a special appropriation was asked.)	
Also, 20 per cent on that amount.....	180, 000
And 20 per cent. on the amount of foreign transportation	124, 000
	<hr/> 1, 204, 000
Leaving the corrected amount for inland transportation.	<hr/> 10, 526, 000

In placing this statement before your committee, I would also call your attention to the item of \$500,000 for payment of balances due foreign countries. If the arrangements lately perfected prove as satisfactory to the department as is anticipated, this item may be reduced.

The \$20,000 for preparation and publication of post-route maps has been deducted from the item of miscellaneous expenses, and made the subject of a special appropriation, as suggested by me recently.

These corrections will reduce the estimated excess of expenditures over receipts from all sources, including special appropriations, to	\$3, 296, 000
And, after deducting the	2, 000, 000
Of undrawn balances yet in the treasury, the estimated deficiency to be provided for from the general treasury, will be.....	<hr/> 1, 296, 000

Very respectfully,

ALEX. W. RANDALL,
Postmaster General.

Hon. C. E. PHELPS,
House of Representatives.

POST OFFICE DEPARTMENT,
January 23, 1868.

SIR: On a further examination of the table of the estimated expenditures of this department for the fiscal year ending June 30, 1869, which was transmitted to you on the 13th December ultimo, a clerical *error* has been discovered therein, and I therefore beg leave to submit the enclosed as a substitute therefor.

I have the honor to be, very respectfully, your obedient servant,
ALEX. W. RANDALL,
Postmaster General.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

*Estimates for expenditures (out of the revenue) for the fiscal year ending
June 30, 1869.*

For inland mail transportation, including pay of route agents, postal clerks and mail messengers.....	\$10, 526, 000
For foreign mail transportation.....	620, 000
For ship, steamboat, and way letters.....	8, 000
For compensation to postmasters.....	4, 250, 000
For clerks for post offices.....	2, 000, 000
For payments to letter-carriers.....	750, 000
For wrapping paper.....	80, 000
For twine.....	20, 000
For letter balances.....	3, 500
For compensation to blank agents and assistants.....	8, 500
For office furniture.....	3, 000
For advertising.....	50, 000
For postage stamps and stamped envelopes.....	450, 000
For mail depredations and special agents.....	115, 000
For mail bags and mail-bag catchers.....	130, 000
For mail locks, keys, and stamps.....	30, 000
For payment of balances to foreign countries.....	500, 000
For miscellaneous payments, including allowances to postmasters for rent, light, fuel, fixtures, stationery, envelopes, &c., &c..	432, 000
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	19, 976, 000

Expenditures under special appropriations.

For overland mail and marine service between New York and California.....	\$900, 000
For steamship service between San Francisco, Japan, and China.....	500, 000
For steamship service between the United States and Brazil.....	150, 000
For steamship service between San Francisco and the Sandwich islands.....	75, 000
For deficiency in service between the United States and Brazil in fiscal year ending June 30, 1866...	12, 500
For preparing and publishing post-route maps.....	20, 000
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	1, 657, 500
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	21, 633, 500
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REVISED ESTIMATES—POST OFFICE DEPARTMENT.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

Revised statement of the estimates of appropriations required for that department for the fiscal year ending June 30, 1869.

JANUARY 27, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

POST OFFICE DEPARTMENT,

January 24, 1868.

SIR: I have the honor to hand you herewith an amended statement of the estimated expenditures of this department for the fiscal year ending June 30, 1869. A clerical error occurred in giving the

Amount of inland transportation at	\$11, 730, 000	
From this should have been deducted the overland transportation	\$900, 000	
For which a special appropriation was asked.)		
Also, 20 per cent. on that amount.	180, 000	
And 20 per cent. on the amount of foreign transportation	124, 000	
	—————	1, 204, 000
Leaving the corrected amount for inland transportation.		<u><u>10, 526, 000</u></u>

In placing this statement before your committee, I would also call your attention to the item of \$500,000 for payment of balances due foreign countries. If the arrangements lately perfected prove as satisfactory to the department as is anticipated, this item may be reduced.

The \$20,000 for preparation and publication of post-route maps has been deducted from the item of miscellaneous expenses, and made the subject of a special appropriation, as suggested by me recently.

These corrections will reduce the estimated excess of expenditures over receipts from all sources, including special appropriations, to	\$3, 296, 000	
And, after deducting the	2, 000, 000	
Of undrawn balances yet in the treasury, the estimated deficiency to be provided for from the general treasury, will be		<u><u>1, 296, 000</u></u>

Very respectfully,

ALEX. W. RANDALL,

Postmaster General.

Hon. C. E. PHELPS,

House of Representatives.

POST OFFICE DEPARTMENT,
January 23, 1868.

SIR: On a further examination of the table of the estimated expenditures of this department for the fiscal year ending June 30, 1869, which was transmitted to you on the 13th December ultimo, a clerical *error* has been discovered therein, and I therefore beg leave to submit the enclosed as a substitute therefor.

I have the honor to be, very respectfully, your obedient servant,
ALEX. W. RANDALL,
Postmaster General.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

*Estimates for expenditures (out of the revenue) for the fiscal year ending
June 30, 1869.*

For inland mail transportation, including pay of route agents, postal clerks and mail messengers.....	\$10, 526, 000
For foreign mail transportation.....	620, 000
For ship, steamboat, and way letters.....	8, 000
For compensation to postmasters.....	4, 250, 000
For clerks for post offices.....	2, 000, 000
For payments to letter-carriers.....	750, 000
For wrapping paper.....	80, 000
For twine.....	20, 000
For letter balances.....	3, 500
For compensation to blank agents and assistants.....	8, 500
For office furniture.....	3, 000
For advertising.....	50, 000
For postage stamps and stamped envelopes.....	450, 000
For mail depredations and special agents.....	115, 000
For mail bags and mail-bag catchers.....	130, 000
For mail locks, keys, and stamps.....	30, 000
For payment of balances to foreign countries.....	500, 000
For miscellaneous payments, including allowances to postmasters for rent, light, fuel, fixtures, stationery, envelopes, &c., &c..	432, 000
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	19, 976, 000

Expenditures under special appropriations.

For overland mail and marine service between New York and California.....	\$900, 000
For steamship service between San Francisco, Japan, and China.....	500, 000
For steamship service between the United States and Brazil.....	150, 000
For steamship service between San Francisco and the Sandwich islands.....	75, 000
For deficiency in service between the United States and Brazil in fiscal year ending June 30, 1866...	12, 500
For preparing and publishing post-route maps.....	20, 000
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	1, 657, 500
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	21, 633, 500
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DUTY ON FOREIGN STOCK.

L E T T E R

FROM

THE COMMISSIONER OF AGRICULTURE,

RELATIVE TO

The duty on importations of foreign stock.

JANUARY 27, 1868.—Referred to the Committee of Ways and Means and ordered to be printed.

DEPARTMENT OF AGRICULTURE,

Washington, D. C., January 25, 1868.

SIR: The attention of Congress is respectfully called to the manifest importance of a modification of the law which now imposes a duty of twenty per cent. on all importations of foreign stock, and which, with the difference of exchange, amounts very nearly to entire prohibition. The imports of foreign animals, with the exception of Canadian cattle under the provisions of the reciprocity treaty, were never large; during the fiscal year ending June 30, 1867, the aggregate of all animals reached only a value of \$850,905.

Among the many cogent reasons for the remission of this duty, is the fact that the introduction of the short-horn (Durham) breed of cattle into this country has increased the average weight of our beef cattle twenty-five per cent., and improved them as to early maturity and facility of fattening in a proportionate degree, while the introduction of Devons, Ayrshires, Holstein, and other cattle, has improved greatly the milking and working qualities of our native stock.

The improvement in sheep has been proportionately great, adding millions to the value of our flocks. The various families of merinoes from Spain, France, and Germany, have modified nearly the entire wool clip of the country; and the great want of the present, as admitted recently by the National Wool Growers' Association, is a larger infusion of blood of improved mutton breeds from Great Britain and of the very fine merino wools of Germany. In swine, and in other farm stock, our indebtedness to foreign countries is equally manifest.

In the recently settled States of the West, and in all of the southern States, the need of improvement in stock is apparent, and a desire for it generally manifested; yet the farmers of those sections are deterred from attempting it on account of the customs duty, which, with the high cost of superior animals, and the expense and risk of transportation, is too burdensome for any but wealthy amateurs in stock breeding.

Officers of agricultural societies and others have repeatedly solicited the influence of this department towards the abrogation of this duty ; and it is certain that the government will lose very little revenue, while conferring an important benefit upon agriculture, by making the concession.

As an additional reason for such action at the present time, it should be stated that the Canadian government has remitted a similar duty in an order dated December 31, 1867. This, with the advantage in exchange enjoyed by the Canadian breeder, works a still greater injury to our own improvers of stock.

In view of these and other considerations, I respectfully suggest the propriety of the early passage of a joint resolution of the following purport :

Be it enacted, &c., That horses, horned cattle, sheep, swine, and other animals, including poultry and birds, when imported by agricultural societies, or by private individuals for the improvement of stock, shall not be liable to the customs duty charged upon farm stock imported for other purposes.

Respectfully, &c., &c.,

HORACE CAPRON,
Commissioner.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

QUAPAW INDIANS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

Communication from Commissioner of Indian Affairs relative to the suffering condition of the Quapaw Indians, and recommendations relative thereto.

JANUARY 27, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., January 27, 1868.

SIR: I have the honor to transmit herewith a copy of a communication, of the 24th instant, from the Commissioner of Indian Affairs, and copy of a letter from Sub-agent George Mitchell, in charge of the Quapaw Indians, in relation to the suffering condition of said Indians, and recommending that Congress pass an act authorizing the diversion of the sum of \$1,200 from the appropriation made for the pay of "farmer" for said tribe, to be used in purchasing subsistence, clothing, and such other articles as may be deemed necessary for their relief; and that any funds hereafter appropriated "for farmer" under the third article of the treaty of May 13, 1833, (Statutes at Large, vol. 7, p. 425,) with the Quapaws, may be used in the same manner.

I respectfully invite the favorable consideration of Congress to the subject.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,

OFFICE OF INDIAN AFFAIRS,

Washington, D. C., January 24, 1868.

SIR: I have the honor to enclose herewith a copy of a letter from Sub-agent Mitchell, in charge of the Quapaws, dated the 8th instant, stating that said Indians are in a suffering condition from want of clothing and food; giving the reasons why they are so situated, and requesting that something be done, imme-

diately, to save them from dreadful suffering. He also refers to an annual appropriation of \$600 for pay of farmer, which might be used, if authority were given, to relieve their wants to some extent.

In office report of February 8, 1867, the condition and necessity of these Indians were fully set forth, and a recommendation made that Congress be asked to amend the Indian appropriation bill, then under consideration, so as to authorize the expenditure of the funds appropriated for pay of farmer in purchasing subsistence and clothing, and such other useful articles as, in the discretion of the Secretary of the Interior, might be deemed necessary. Congress, however, did not authorize the diversion, and the Indians have, in the mean time, struggled along without any help from the government, except for educational and blacksmithing purposes.

There is now in the hands of Agent Snow \$900, and on the books of this office \$300, making in all the sum of \$1,200, appropriated for pay of farmer. This money is not needed for the object for which it was appropriated, for the reason that these Indians are so well acquainted with farming that they do not require assistance in that branch of industry.

In view of these facts and circumstances, and in order that speedy relief may be afforded to the destitute Quapaws, I respectfully request that Congress be asked to pass an act authorizing the diversion of said sum of \$1,200, and allowing the same to be used in purchasing subsistence, clothing, and such other useful articles as you may deem necessary, to relieve said destitute Indians; and further, that any funds hereafter appropriated "for farmer" under the third article of the treaty of May 13, 1833, (Statutes at Large, vol. 7, p. 425,) may be used in the same manner.

The sum asked to be diverted will not be sufficient to relieve the present wants of these Indians, but it is thought the residue can be made up from funds now at the disposal of the department.

Very respectfully, your obedient servant,

N. G. TAYLOR, *Commissioner*.

Hon. O. H. BROWNING,
Secretary of the Interior.

NEOSHO SUB-AGENCY,
SENECA AND SHAWNEE RESERVATION,
January 8, 1868.

SIR: I would most respectfully represent to you that the Quapaws under my charge, and numbering two hundred and sixty-five souls, are in a suffering condition from want of sufficient clothing for the winter season, and from want of food.

This occurs from the fact that, when they returned to their reservation at the close of the late war, they found their homes burned, their fences destroyed, and their stock driven off. Thus they were compelled, empty-handed, to commence anew the battle of life; and although they have struggled manfully in the midst of such an array of discouraging circumstances, they are yet in the most pressing need of wherewithal to save them from freezing, and from starvation.

I would most earnestly urge upon the department, through you, that something be done immediately to save these people from dreadful suffering. I would state, in this connection, that the farmers' fund belonging to this tribe is yet unexpended, there being at the present no farmer. This amounts to \$600, and might, if authority were given by the department, relieve to some extent their wants. It would require, to make them at all comfortable through the winter, about ten dollars (\$10) per capita.

I have availed myself of your presence at this sub-agency to bring these facts, through you, to the department at Washington, as the matter can in this way be sooner reached than through Superintendent Murphy.

Very respectfully, your obedient servant,

GEORGE MITCHELL,
Sub-Indian Agent.

Colonel JAMES WORTHAM,
Superintendent Indian Affairs, Southern Superintendency.

Respectfully referred to the Commissioner of Indian Affairs, with the recommendation that matters referred to receive the early attention of the Indian Office.

JAMES WORTHAM,
Superintendent Indian Affairs, Southern Superintendency.

OBSTRUCTIONS IN SAVANNAH RIVER.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

IN ANSWER TO

A resolution of the House of 16th instant, relative to obstructions in Savannah river.

JANUARY 27, 1868.—Referred to the Committee on Commerce and ordered to be printed.

TREASURY DEPARTMENT, *January 24, 1868.*

SIR: In response to a resolution of the House of Representatives adopted on the 16th day of January, instant, directing the Secretary of the Treasury to communicate such information as may be in the possession of the department concerning a contract made in the spring of 1866 with Henry S. Welles for the removal of obstructions in the Savannah river, and whether such contract has been performed, and if not, what remedy, if any, can be made available to the government, I have the honor to report—

That, during the late rebellion, a large number of vessels, cribs, and other obstructions, were placed in the channel of the Savannah river by the so-called confederate government, to bar access to the city by the naval and military forces of the United States.

The acts of Congress concerning captured and abandoned property, as well as the decisions of the War and Navy Departments, placing property used and situated as above under the jurisdiction of the Treasury Department, the question of removing these obstructions was, after the close of the rebellion, presented for its consideration, and plans looking to that end were presented from time to time, one of which was a proposed contract by certain persons with the city of Savannah to clear the channel, and to receive in payment the property removed. On the 29th of December, 1865, the Secretary of the Treasury, by letter to the mayor of Savannah, assented to such a contract, provided it were first submitted to the department for approval. The end to be obtained being the complete removal of the obstructions, as far as it might be deemed best to have them removed, the mayor was informed that satisfactory security, to insure that object, would be required of the contractors.

About this time a claim was presented by the Brunswick and Albany Railroad Company, represented by their agent, Mr. Henry S. Welles, of New York, for the iron with which one of the sunken vessels was plated, the allegation being that it had been seized and taken from the road by the Confederate States,

without the assent of the president and directors, and in violation of the rights of the stockholders and bondholders, who were almost all loyal citizens, residing in the northern States. In consequence of this claim the Secretary, on the 11th of January, 1866, advised the mayor that it was necessary to except the vessel referred to in any contract that might be made for the removal of the obstructions; and afterward, the claim of the road still being pressed, in connection with an application from Mr. Welles for a contract to raise and remove this vessel, and such others as might be expedient, and the department having been advised by the mayor, in reply to an inquiry, on the 20th of March, that no contract had then been signed for the removal of the obstructions, the Secretary directed him to take no further action relative to the removal of sunken vessels or railroad iron, the department deeming it advisable to examine and decide at Washington the questions arising in connection with those hulks. Mr. Welles being highly recommended by men of the first character in New York, as a contractor of large experience and efficiency, and with abundant means and appliances to carry out any agreement he might make, a contract, dated May 1, 1866, was made with him as the representative of the Brunswick and Albany Railroad Company, which provided that he should remove and transport to Savannah such portions as might be valuable of all wrecks sunk in the river and harbor of Savannah, and that all such wrecks should be so far removed from the channel as to make it navigable to the satisfaction of the Secretary, or some officer to be designated by him; that he should enter upon the work at the earliest day possible, and push forward the same without delay, under the supervision of such person as might be designated by the Secretary for that duty; and, to secure the performance of the contract on his part, he agreed to execute a bond, with sufficient sureties, in the sum of \$30,000.

In full consideration for these services and expenses, he agreed to receive one-half of the net proceeds of the railroad iron, and three-fourths of the net proceeds of the hulls of vessels and other property raised from the wrecks. It was, however, provided that if the railroad company should establish its legal title to the iron to the satisfaction of the Secretary, and that the same, or its proceeds, ought not to be held as captured, abandoned, or confiscable, then the one-half reserved for the government should be released to the company.

A copy of the above contract, marked A, is hereto annexed, and makes part of this communication.

A bond in the sum, and conditioned as provided in the contract, was afterwards filed by Mr. Welles, and approved by me; and, on the 24th of May, the mayor was informed that a contract had been made with Mr. Welles for the removal of the wrecks; and that the authorities of Savannah were at liberty, should they desire to do so, to make such a contract for the removal of the cribs as had been contemplated by them.

While Mr. Welles was proceeding to execute his contract, a remonstrance was filed by the mayor and city council, representing that the materials of the cribs were not of sufficient value to reimburse the expense of removing them; and, as no appropriation had been made for the purpose of clearing the channel, that the cribs would remain an obstruction to navigation, unless included with the wrecks in the contract.

By their desire, therefore, the contract was afterward (on the 5th of July, 1866) so modified that the contractors became bound to remove *all* obstructions, including cribs, piles, &c., then impeding the navigation of the Savannah river, and to pay over the sum of five thousand dollars from the proceeds of the property removed to whom the Secretary shall direct, to be used for the purpose of dredging the channel of said stream. He has also filed a new bond, in the sum of \$50,000, with sufficient sureties, conditioned for the faithful performance of the contract as modified.

To effect this change in the agreement, and in consideration of the additional labor and expense incident to the removal of the cribs, &c., the department was

obliged to relinquish to the contractor the share of the proceeds reserved to the United States by the original contract, except the sum of five thousand dollars, as above stated.

A copy of the amended contract, dated July 5, 1866, marked B, is hereto annexed, and is referred to as a part of this communication.

Since the alteration of the contract, Mr. Welles has been engaged in its execution, having removed, as he states, the wrecks of fourteen vessels, besides other obstructions. Complaints have been made to the department by the city authorities, shipmasters, and others interested in the navigation of the river, of unnecessary delay and want of due diligence in the execution of the contract on the part of Mr. Welles. He was thereupon, by letter of December 4, 1867, (a copy of which is annexed, marked C,) informed of these charges, and his answer to them requested. A general denial was filed by him, with a statement of the number and names of the vessels removed, and other labor performed under the contract, and also of the obstacles encountered in the prosecution of the work by the sickness of his employes, and damage caused by the rapid passage of vessels past the obstructions while being raised.

This statement was communicated to the mayor, and the essential facts set forth therein not being refuted, I again addressed Mr. Welles by letter of December 20, 1867, a copy of which is annexed, marked D; and in view of the conflict relative to his performance of his duties under the contract, I determined to avail myself of the provision therein which authorizes the designation of an agent, under whose supervision the work shall be prosecuted.

By letter under date of December 30, 1867, a copy of which, marked E, is hereto annexed, Captain Samuel C. Colesberry, commanding revenue steamer Nansmond, was designated as such agent, with directions to examine and report whether or not the contractor was then engaged with reasonable and sufficient force and material in the completion of his contract, and within what period the work could and should be finished.

A report dated January 8, 1868, in answer to this letter, has been received from Captain Colesberry, a copy of which is herewith communicated, marked F.

It will be observed that he reports that the contractor has a reasonable and adequate force now engaged, and that, by attention and assiduity on his part, and the exercise of due care and good judgment on the part of shipmasters and pilots in regard to the time and manner of passing the obstructions, the channel might be cleared, possibly, in a minimum time of ninety days.

By the request of Mr. Welles I have desired the Secretary of War, should no objection to such action occur to him, to instruct the proper department commander to investigate the facts relative to delay and injury caused by the rapid passage of vessels past the obstructions while being raised, and if the statements of Mr. Welles are found correct, to take all proper and necessary measures to abate the evil complained of. A copy of this communication, dated January 13, 1868, is hereto annexed, marked G.

While, therefore, to the inquiry "whether the contract has been performed," I have to reply that the obstructions have not been fully removed, yet I am not prepared to decide that the contractor is in default, or has violated his agreement by failing to "push forward the work without delay," as therein provided. Should there hereafter be any unnecessary remission of labor, or the remaining impediments to navigation shall not, by his neglect, be removed within the time named by the agent, or such time as may be deemed reasonable, the government has an available remedy for the damage thence arising, by an action on the bond for fifty thousand dollars given by Mr. Welles to secure the faithful performance of his contract.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

The SPEAKER of the House of Representatives.

A.

Memorandum of an agreement made this first day of May, 1866, between Hugh McCulloch, Secretary of the Treasury, and Henry S. Welles, of New York, representing the Brunswick and Florida railroad, now designated as the Brunswick and Albany railroad.

First. The said Welles agrees to raise and transport to the city of Savannah, Georgia, such portions as may be valuable of the following wrecks now in and near the river and harbor of Savannah :

1. The wreck known as the Savannah.
2. The wreck known as the Ogeechee.
3. The wreck known as the Georgia, or the ladies' gunboat.
4. The wrecks of vessels sunk below the obstructions.
5. The dry dock sunk in St. Augustine's creek.
6. The wreck sunk near Fort Pulaski, and such other sunken vessels as may be discovered in and near said river and harbor.

Second. The said Welles agrees to so far remove the aforesaid wrecks from the channels navigable to the satisfaction of the Secretary of the Treasury, or some officer to be by him designated.

Third. It is agreed that all property of every kind, including the railroad and other iron which may be upon the same, the hulls of the vessels and all their contents, whether machinery, stores or other personal property raised from said wrecks, shall be sold under the direction of the Secretary of the Treasury, at public auction to the highest bidder, after due public notice thereof ; and that the proceeds thereof, after deducting only the expense of transportation and the sale thereof, after the same shall have been actually raised from the water and placed upon suitable vessels or other means of transportation, shall be applied as follows :

Fourth. The said Henry S. Welles to be paid and receive as full compensation for all services performed or expenses paid or incurred by him in raising and disposing of the property aforesaid, one-half of the net proceeds of the railroad iron, and three-fourths of the net proceeds of the hulls of the vessels and the other property raised from wrecks aforesaid.

Fifth. It is also agreed that in case the said Henry S. Welles, acting for and in behalf of said railroad, shall, by evidence to be submitted to the Secretary of the Treasury, prove to his satisfaction that the said railroad company, as now organized, are the legal owners of the aforesaid railroad iron, and that the same or the proceeds thereof ought not to be taken possession of and held by the Treasury Department under the captured and abandoned property acts, or as liable to confiscation, then and in such case it is agreed that the one-half of the net proceeds of the aforesaid railroad iron, which, by this agreement, is to be retained by the government, shall be released, transferred, and paid over to the said railroad company, or its representatives.

Sixth. The said Henry S. Welles agrees to execute a bond in the penal sum of thirty thousand dollars, with sureties to the satisfaction of the United States district attorney at New York city, conditioned for the full and faithful performance of this contract, and that he will well and truly raise the aforesaid portions of the said wrecks, and remove the same from the channels where the same are sunk, as hereinbefore provided for, and will truly account for and turn over at the place of sale all property coming into his possession by the terms of this agreement ; which bond must be forwarded to and its receipt acknowledged by the Treasury Department before this contract shall become operative.

Seventh. It is agreed that the work of raising said wrecks shall be commenced at the earliest day possible, and pushed forward without delay, under the supervision of such agent as may be designated for that duty by the Secretary of the

Treasury ; and in case the work shall not be commenced within sixty days after the receipt and acknowledgment of said bond, the Secretary of the Treasury may and shall terminate the same by notice in writing to said Welles.

Signed and sealed in duplicate at Washington, on the day and year first above written.

[SEAL.]

HUGH McCULLOCH,
Secretary of the Treasury.

[SEAL.]

H. S. WELLES,

For himself and Brunswick and Albany Railroad Co.

B.

Memorandum of an agreement made this fifth day of July, 1866, between Hugh McCulloch, Secretary of the Treasury, and H. S. Welles, of New York, additional to and forming a part of the contract heretofore made between them, bearing date May 1, 1866, and attached hereto.

In addition to the requirements of the contract above referred to, the said Welles hereby agrees to remove all cribs, piles, boats, scows, vessels, and other property that obstruct the channel of the Savannah river, at his own expense and risk, and to pay over the sum of five thousand dollars from the proceeds of said property to whom the Secretary shall direct, to be used for the purpose of dredging the channel of said stream.

In consideration of the additional expense and labor incident hereto, the said Hugh McCulloch, Secretary of the Treasury, stipulates and agrees to release, and does hereby release, all claims to any and all property which the said Welles shall recover, remove, or obtain from said waters, and allow him to have and enjoy the same or the proceeds thereof for his own use and benefit, except the sum of five thousand dollars above provided.

The said Welles to enter into a bond in the penal sum of fifty thousand dollars, with sureties to the satisfaction of the United States district attorney at New York, conditioned for the faithful performance of the provisions of the original contract, and of this amendment or extension of the same.

Signed and sealed at Washington the day and year above written.

[SEAL.]

HUGH McCULLOCH,
Secretary of the Treasury.

[SEAL.]

H. S. WELLES.

Witness: S. H. KAUFFMANN.

C.

TREASURY DEPARTMENT,
December 4, 1867.

SIR : I transmit herewith, for your inspection and such explanation or reply as you may be able to make, a copy of a memorial addressed to this department by some fifty persons representing or interested in the shipping business at Savannah, complaining of the non-removal of certain obstructions in the Savannah river, which, by your contract with the department, you were required to remove without delay ; and also an extract from the annual message or report of the mayor of Savannah, dated the 30th of September last, to the same purport.

The statements made therein fill me with surprise, in view of the terms of

your contract above referred to, and particularly in view of the representations made by you since its execution, and I desire to hear from you on the subject before making any response to the communication.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

HENRY S. WELLES, Esq.,
Care 229 Broadway, New York.

D.

TREASURY DEPARTMENT,
December 20, 1867.

SIR: I received on the 14th of December instant your response to the memorial addressed to this department by persons interested in the shipping business at Savannah, a copy of which was transmitted to you on the fourth instant, wherein they complain of the non-removal of the obstructions in the channel of the Savannah river, the clearing of which, by your contract of May 1, 1866, you were required to "commence at the earliest day possible, and push forward without delay."

I notice your denial of any want of due diligence in the execution of the contract, and your statement of the number of wrecks and other obstructions already removed, and the difficulties encountered in the prosecution of the work by the sickness of your employés, and the passage of steamers through the channel at full speed.

I also note your statement of the present condition of the navigation of the river as affected by the obstructions not yet removed, and of the labor now required to clear the channel.

While, in view of the conflicting statements, I am not prepared to decide that there has been any default on your part in the execution of the contract, I must remind you of the necessity of using every exertion to finish the work in a reasonable time, and with no avoidable delay. Such is the import of the contract and the understanding of this department. If the completion of the work can be hastened by the employment of more persons than are now engaged thereon, the department has the right to require, and does require, their employment, and that there shall be no unnecessary remission of labor until the contract is executed.

I enclose herewith a copy of a communication addressed to this department by Hon. James Brooks and others, members of Congress, desiring that action may be taken for the speedy fulfilment of the contract, to which I would invite your attention.

Respectfully,

H. McCULLOCH,
Secretary of the Treasury.

HENRY S. WELLES, Esq., *New York.*

E.

TREASURY DEPARTMENT,
December 30, 1867.

SIR: I herewith enclose a copy of a contract dated May 1, 1866, made by Henry S. Welles, of New York, with this department, wherein he agrees to raise and remove the wrecks, cribs and other obstructions then impeding the navigation of the channel of the Savannah river. Complaints have been made

by citizens of Savannah, and others interested in the navigation of the river, of a want of due diligence on the part of Mr. Welles in the execution of the contract, who denies that there has been any unnecessary delay or want of reasonable diligence in the prosecution of the work agreed to be performed.

That the commerce of Savannah and the interests of persons engaged in the shipping business there shall not suffer by any neglect on the part of Mr. Welles to prosecute and complete the work with assiduity and within a reasonable time, according to the intent of the contract, and also that he may be relieved from the trouble of answering complaints perhaps not well founded, I have designated you as the agent under whose supervision, as provided in the contract, the work shall hereafter be prosecuted. I desire that you examine and report whether or not the contractor is now diligently engaged, with reasonable and sufficient force and material, in the completion of the contract, and within what period the work can and should be finished. If at any time hereafter there shall be any unnecessary remission of labor in clearing the channel, I desire that you forthwith report the same to this department.

Respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Captain SAMUEL C. COLESBERRY,
Commanding Revenue Steamer Nansemond, Savannah, Georgia.

F.

UNITED STATES REVENUE STEAMER NANSEMOND,
Savannah, January 8, 1868.

SIR: I have the honor to acknowledge the receipt of your letter of the 30th ultimo, in regard to removal of obstructions in the Savannah river, and designating me as the agent under whose supervision the work shall hereafter be prosecuted. I would respectfully report that Mr. Henry S. Welles, the contractor, has his force now employed on a wreck in the lower bay, and will resume work on the old obstructions about the 20th instant. By attention and assiduity on the part of Mr. Welles, and the exercise of due care and good judgment on the part of shipmasters and pilots, in regard to the time and manner of passing the obstructions, I deem ninety (90) days as the minimum length of time for the clearing of the channel. Mr. Welles has a reasonable and adequate force for the completion of his contract.

I am, sir, very respectfully, your obedient servant,

SAMUEL C. COLESBERRY,
Captain United States Revenue Service.

Hon. HUGH McCULLOCH,
Secretary of the Treasury, Washington, D. C.

G.

TREASURY DEPARTMENT,
January 13, 1868.

SIR: I have the honor to enclose herewith a copy of a communication addressed to this department by Henry S. Welles, esq., of New York, who has contracted to remove the obstructions to navigation in the channel of the Savannah river, placed there by the so-called confederate government during the late rebellion.

It is very important to the interests of all persons engaged in business at Savannah that these obstructions be removed at the earliest possible period, and I have the honor to request, if no objection to such action occurs to you, that you will instruct the proper department commander to investigate the facts stated by Mr. Welles relative to the delay and injury caused by the rapid passage of vessels while obstructions are being raised; and if his statements are found to be correct, to take all proper and necessary measures to abate the evil complained of, to enable him to comply with his contract.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Gen. U. S. GRANT,
Secretary of War ad interim.

APPROPRIATIONS FOR INDIAN TREATIES.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

RELATIVE TO

Appropriations to carry out certain Indian treaties.

JANUARY 27, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., January 27, 1868.

SIR: I have the honor to transmit herewith a copy of a communication from the Commissioner of Indian Affairs, dated the 25th instant, representing the necessity of immediate consideration by Congress of the items embraced in the accompanying statement, with a view to an appropriation of the amounts thereof, in advance of the general appropriation bill, to carry out treaty stipulations with various Indian tribes.

I respectfully invite the immediate attention of Congress to the favorable consideration of the subject.

Very respectfully, your obedient servant,

O. H. BROWNING,

Secretary of the Interior.

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AFFAIRS,

Washington, January 25, 1868.

SIR: The time is near at hand when it will be necessary to make the purchases of agricultural implements, goods, provisions, &c., required for fulfilling treaty stipulations with various Indian tribes, so as to ship them to their respective destinations early in the coming spring.

The goods to go up the Missouri river should be shipped from St. Louis not later than the 1st of April, and those to go over the plains should leave the frontier by the 1st of May, at least. To enable the department to do this it is necessary that funds be immediately appropriated for the purpose, in cases where sufficient amounts are not on hand, and I enclose herewith a list showing the amounts needed, which are embodied in the regular estimate for the fiscal

year ending June 30, 1869, and in view of the great importance and necessity of a faithful conformity to treaty stipulations, I have the honor to suggest that the attention of Congress be called to the matter, with the request that the items mentioned in the enclosed statement be at once taken up and appropriated in advance of the general appropriation bill.

The Indians cannot be made to understand the cause of failure, when money is not early appropriated by Congress to carry out treaty stipulations, and if these appropriations are not made at once the implements and goods will not reach them in time to be of service this year, which will occasion a total failure to raise the crops necessary for their subsistence, deprive them of provisions and clothing necessary while raising their crops, and either lead to depredations by them or to great additional expense to the government for their support.

Very respectfully, your obedient servant,

N. G. TAYLOR, *Commissioner.*

Hon. O. H. BROWNING,
Secretary of the Interior.

List of items of Indian appropriation bill requiring immediate action.

Comanches and Kiowas.....	\$40,000
Chippewas of Lake Superior.....	8,000
of Bois Fort.....	6,500
of Mississippi.....	3,500
Pillager and Winnebagoshish.....	8,000
of Pembina.....	4,000
Pawnees.....	30,000
Poncas.....	10,000
New Mexico.....	50,000
Shoshones, Goship band.....	1,000
eastern band.....	10,000
northwestern band.....	5,000
western band.....	5,000
Sioux, Blackfoot band.....	7,000
O'Gallalla band.....	10,000
Minneconjou band.....	10,000
Sans Arc band.....	8,400
Upper Yanctonais band.....	10,000
Oncpapa band.....	9,000
Lower Brulé band.....	6,000
Two Kettle's band.....	6,000
Lower Yanctonais band.....	10,500
Winnebagoes.....	50,000
Yancton Sioux.....	65,000
Ottoes and Missouriias.....	9,000
Assinaboines.....	30,000
Arickarees, Gros Ventres, and Mandans.....	40,000
	<u>451,900</u>

ALASKA.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

IN RELATION TO

The transfer of territory from Russia to the United States.

JANUARY 28, 1868.--Referred to the Committee on Appropriations and ordered to be printed.

To the Senate and House of Representatives :

I transmit a report from the Secretary of State, and the documents to which it refers, in relation to the formal transfer of territory from Russia to the United States, in accordance with the treaty of the 30th of March last.

ANDREW JOHNSON.

WASHINGTON, *January 27, 1868.*

To the President :

The Secretary of State has the honor to lay before the President a copy of a correspondence between the Secretary and General Lovell H. Rousseau, and papers accompanying the same, concerning the transfer of the Territory of Alaska to the United States.

Respectfully submitted :

WILLIAM H. SEWARD.

DEPARTMENT OF STATE,

Washington, January 27, 1868.

Mr. Seward to General Rousseau.

DEPARTMENT OF STATE,

Washington, August 7, 1867.

GENERAL : You will herewith receive the warrant of the President, under the great seal of the United States, appointing you commissioner on behalf of this government, to receive from a similar officer appointed on behalf of the imperial government of Russia, the territory ceded by that government to the

United States, pursuant to the treaty of the 30th of March last. You will consequently enter into communication with Captain Pestchouroff, the Russian commissioner, now here, and arrange with him in regard to proceeding, as soon as may be convenient, to the territory referred to, in order that your commission may be fulfilled.

On arriving at Sitka, the principal town in the ceded territory, you will receive from the Russian commissioner the formal transfer of that territory, under mutual national salutes from artillery, in which the United States will take the lead.

Pursuant to the stipulations of the treaty, that transfer will include all forts and military posts, and public buildings, such as the governor's house and those used for government purposes; dockyards, barracks, hospitals and schools; all public lands, and all ungranted lots of ground at Sitka and Kodiak. Private dwellings and warehouses, blacksmiths', joiners', coopers', tanners', and other similar shops, ice-houses, flour and saw-mills, and any small barracks on the island, are subject to the control of their owners, and are not to be included in the transfer to the United States.

The respective commissioners, after distinguishing between the property to be transferred to the United States and that to be retained by individuals, will draw up and sign full inventories of the same in duplicate. In order, however, that the said individual proprietors may retain their property as aforesaid, or if they should so prefer may dispose of the same, you will, upon the production of the proper documentary or other proof of ownership, furnish the said proprietors with a certificate of their right to hold the same.

In accordance with the stipulations of the treaty, the churches and chapels in the ceded territory will continue to be the property of the members of the Greco-Russian church. Any houses and lots which may have been granted to those churches will also remain their property.

As it is understood that the Russian American Company possess, in that quarter, large stores of furs, provisions, and other goods now at Sitka, Kodiak, and elsewhere on the mainland and on the island, it is proper that that company should have a reasonable time to collect, sell, or export that property. For that purpose the company may leave in the Territory an agent or agents for the purpose of closing their business. No taxes will be levied on the property of the company now in the Territory, until Congress shall otherwise direct.

It is expected that, in the transaction of the important business hereby entrusted to you, it will be borne in mind that, in making the cession of the territory referred to, his Imperial Majesty the Emperor of all the Russias has been actuated by a desire of giving a signal proof of that friendship for the United States which has characterized his own reign and that of his illustrious predecessors. It is hoped, therefore, that all your intercourse with the Russian commissioner will be friendly, courteous and frank.

This department understands from the President that, upon the conclusion of the business with the Russian commissioner, you will have command in the territory, to be exercised under the orders of the War Department.

I am, general, your obedient servant,

WILLIAM H. SEWARD.

Brigadier General LOVELL H. ROUSSEAU.

Mr. Seward to General Rousseau.

DEPARTMENT OF STATE,
Washington, January 24, 1868.

GENERAL: I have had the honor to receive the report which, on the 5th of December last, you transmitted to me, of the execution of the agency confided to you for receiving the formal transfer of the Territory of Alaska.

The report was accompanied by a certificate mutually executed and delivered on the 26th of October last, between yourself and Alexis Pestchouroff, Russian commissioner; an inventory of the property belonging to the Greco-Russian church at Sitka; a list of the names of persons holding property in fee simple in the city of Sitka; an inventory of private property in the city of Sitka; an inventory of forts and public buildings in the island of Kodiak; a letter of the Russian commissioner to yourself, written on the 26th of October; a map of the city of Sitka; and the United States flag which was used by you on the occasion of the transfer.

The proceedings referred to have been submitted to the President, and I am directed to acknowledge the reception of the papers, and to communicate to you the President's satisfaction with the manner in which your important and delicate trust was executed.

I have the honor to be, general, your obedient servant,

WILLIAM H. SEWARD,
Secretary of State.

Major General LOVELL H. ROUSSEAU,

Headquarters Department of the Columbia, Portland, Oregon.

Brigadier General Rousseau to Mr. Seward.

HEADQUARTERS DEPARTMENT OF THE COLUMBIA,*
Portland, Oregon, December 5, 1867.

SIR: I have the honor to report that, on the receipt from you of my appointment by the President as United States commissioner to receive the formal transfer of the Territory of Alaska, and also your instructions touching that transfer, I repaired at once to New York to make the necessary preparation to sail on the 21st of August, but on reaching that city I found it impossible to get off on that day.

I sought and obtained at once an interview with Baron Stoeckl, the Russian minister, and Captain Pestchouroff, of the Russian imperial navy, and Captain Koskul, representing the Russian American Company; and it was arranged that we should sail from New York on the 31st of August, and we accordingly sailed on that day, via Panama, reaching San Francisco, California, on the 22d of September. As we entered the harbor of San Francisco, the batteries of the forts fired a salute.

On reaching San Francisco, we found the preparations for taking military possession of the new Territory completed by Major General Halleck, who had ships laden with supplies for the troops, and transportation all ready for the troops themselves to Sitka.

Admiral Thatcher, also, had provided transportation for the commissioners on the propeller man-of-war Ossipee, Captain Emmons commanding. Returning the admiral's call, visiting him on board his flag-ship Pensacola, the commissioners received a salute of her batteries.

Hastening in preparation, we took our departure for Sitka on the morning of the 27th of September.

When we set sail, we intended to go directly by the open sea to New Archangel, but after three or four days, during which the sea was very rough, with little or no wind, and making very slow progress, we concluded to go by way of Victoria and the straits, thus taking the inland passage. The troops and supplies had preceded us a day or two from San Francisco, and as they could not land at Sitka before we reached there, it was thought best to take the inland route in order to insure our arrival at the latter place certainly within a reason-

able time. This we could not do in the open sea, as it was quite rough, and what wind we had or expected to have in October and till the middle of November was from the northwest, (a head wind for us.)

Our ship was very slow, and with a head wind or rough sea made not more than two to four knots an hour. The winds in the northern Pacific, from May to November inclusive, are from the northwest generally, and the balance of the year from the southeast. Besides, I suffered greatly from sea-sickness, followed by what I feared was congestive chills, and sought to avoid this suffering by taking the inland passage.

We reached Esquimalt, Vancouver's island, on the night of the 4th of October, took in a supply of coal and steamed for Sitka on the morning of the 6th. After a pleasant passage, taking it altogether, we cast anchor in the harbor of New Archangel on the 18th of October, at eleven o'clock a. m., where we found the troops and supplies had preceded us several days. The day was bright and beautiful. We landed immediately, and fixed the hour of three and a half o'clock that day for the transfer, of which General Jeff. C. Davis, commanding the troops there; Captain Emmons, United States ship Ossipee; Captain McDougall, United States ship Jamestown; Captain Bradford, United States ship Resaca, and the officers of their respective commands, as also the governor of the Territory, the Prince Maksontoff, were notified, and invited to be present.

The command of General Davis, about two hundred and fifty strong, in full uniform, armed and handsomely equipped, were landed about three o'clock, and marched up to the top of the eminence on which stands the governor's house, where the transfer was to be made. At the same time, a company of Russian soldiers were marched to the ground, and took their place upon the left of the flag-staff, from which the Russian flag was then floating. The command of General Davis was formed under his direction on the right.

The United States flag to be raised on the occasion was in care of a color-guard—a lieutenant, a sergeant, and ten men of General Davis's command.

The officers above named, as well as the officers under their command, the Prince Maksontoff, and his wife the Princess Maksonstoff, together with many Russian and American citizens, and some Indians, were present.

The formation of the ground, however, was such as to preclude any considerable demonstration.

It was arranged by Captain Pestchouroff and myself that, in firing the salutes on the exchange of flags, the United States should lead off, in accordance with your instructions, but that there should be alternate guns from the American and Russian batteries, thus giving the flag of each nation a double national salute; the national salute being thus answered in the moment it was given. The troops being promptly formed, were, at precisely half past three o'clock, brought to a present arms, the signal given to the Ossipee, (Lieutenant Crossman, executive officer of the ship, and for the time in command,) which was to fire the salute, and the ceremony was begun by lowering the Russian flag. As it began its descent down the flag-staff the battery of the Ossipee, with large nine-inch guns, led off in the salute, peal after peal crashing and re-echoing in the gorges of the surrounding mountains, answered by the Russian water battery, (a battery on the wharf,) firing alternately. But the ceremony was interrupted by the catching of the Russian flag in the ropes attached to the flag-staff. The soldier who was lowering it, continuing to pull at it, tore off the border by which it was attached, leaving the flag entwined tightly around the ropes. The flag-staff was a native pine, perhaps ninety feet in height. In an instant the Russian soldiers, taking different shrouds attached to the flag-staff, attempted to ascend to the flag, which, having been whipped around the ropes by the wind, remained tight and fast. At first (being sailors as well as soldiers) they made rapid progress, but laboring hard they soon became tired, and when half-way up scarcely

moved at all, and finally came to a stand-still. There was a dilemma; but in a moment a "boatswain's chair," so called, was made by knotting a rope to make a loop for a man to sit in and be pulled upward, and another Russian soldier was quickly drawn up to the flag. On reaching it he detached it from the ropes, and not hearing the calls from Captain Pestchouroff below to "bring it down," dropped it below, and in its descent it fell on the bayonets of the Russian soldiers.

The United States flag (the one given to me for that purpose, by your direction, at Washington) was then properly attached and began its ascent, hoisted by my private secretary, George Lovell Rousseau, and again the salutes were fired as before, the Russian water battery leading off. The flag was so hoisted that in the instant it reached its place the report of the last big gun of the Ossipee reverberated from the mountains around. The salutes being completed, Captain Pestchouroff stepped up to me and said: "General Rousseau, by authority from his Majesty the Emperor of Russia, I transfer to the United States the Territory of Alaska," and in a few words I acknowledged the acceptance of the transfer, and the ceremony was at an end. Three cheers were then spontaneously given for the United States flag by the American citizens present, although this was no part of the programme, and on some accounts I regretted that it occurred.

Captain Pestchouroff, the governor, and myself, on the Monday following, went to work to distinguish between the public and private buildings in the town of New Archangel, and giving certificates to private individual owners of property there.

I found that by the charter of the Russian American Company, it had authority to vest in its employés, occupants of land in the Territory, the title thereto. This was on condition, however, that the possessions of the Indians should not be interfered with.

Acting under this charter, the company from the first caused dwellings to be erected for the use of its employés, on lots of ground set apart for that purpose. The title in fee to such premises was often vested in the employé in possession, when he had faithfully served out his term with the company; or having died before it ended, and having a widow or children in the Territory, the title was frequently vested in them.

This was one mode adopted by the company of taking care of its employés when, by old age or other disability, they were unable to maintain themselves, and of their widows or children after their death. So the employé generally occupied such dwelling while he lived, and at his death it passed to his widow or children, if any in the Territory; and if none, then it reverted to the company.

The term of service of these employés was somewhat similar to an apprenticeship in our law. It was fixed by the charter at five years, the company paying certain wages, which were small, and furnishing the necessary supplies, and presenting a bonus, named in the contract, to the employé at the end of the term of service.

In some instances, not many, the employés brought with them their wives from Russia, but far more frequently they were unmarried men, and intermarried with Indian women in the Territory.

By a provision of the charter, or by a rule of the company, to which it conformed in all cases as to a law, an old and disabled employé, while he lived in the Territory, and his widow and children after his death, (so long as the children were unable to maintain themselves,) were considered the wards of the company, to whom it regularly paid a yearly pension.

Finding in its charter this authority of the company to vest title to land in its employés, and that very many of the dwellings erected by the company were occupied by its employés, or their widows and children, who claimed the prop-

erty in fee, the commissioners called on the governor, Prince Maksontoff, to define and certify to the interest of each individual thus occupying such dwellings and lots, in order that we might distinguish between those who owned the property in fee, and those who claimed a less interest, and in compliance with your instructions give certificates to the claimants accordingly.

The inventories respectively marked C and D, (forming part of the protocol,) which are forwarded with this report, will show, in part, the action of the governor in the premises; for the rest he gave a certificate stating the interest of each occupant in the premises occupied, on the back of which the commissioners placed their approval, and it was left to be delivered to the occupant.

In order to be accurate, and to prevent disputes hereafter about the title to houses and lots, we made a map of New Archangel, (forwarded with this report,) on which every house and dwelling in the town is located and numbered, and, as between the claimant and the United States, the title to it defined and settled in the inventories. This was thought necessary in order to give, in accordance with your instructions, to each man of property who desired to dispose of it, a certificate of title.

The town of New Archangel was built in the main by the Russian American Company, and, except the dwellings transferred by them to their employés, and the public buildings transferred to the United States, is owned by that company still; yet it has but a possessory interest in the land, as it only had permission to erect buildings upon it; for, although it had authority to vest the title of lands in its employés, it had no power to vest such title in itself. The commissioners left the matter as they found it, and the company in possession of its buildings.

The harbor is not a very secure one, as it is rather exposed, and the bottom is too rocky to allow the anchors to hold well. On that account the Russian American Company had placed in it buoys and chain cables, to which the ships lying at anchor might be fastened in aid of the anchorage. These cables, &c., were the private property of the company, but as the harbor was not at all safe without them, and as we had several ships passing the winter there, I expressed a wish to the Russian commissioner that they might remain as they were for the present, to which he consented. As commissioner I had no authority to purchase these articles, but I requested Captain Pestchouroff and Governor Maksontoff to name a price for which they might be bought. Ten thousand dollars was accordingly named, as will appear by the note of Captain Pestchouroff, which I forward herewith. I know very little of the value of buoys and chains, but think the price demanded is not unreasonable.

All the buildings in anywise used for public purposes were delivered to the United States commissioner, taken possession of, and turned over to General Davis, as were also the public archives of the Territory; and in a spirit of liberality the wharf and several valuable warehouses belonging to the Russian American Company were included in the transfer by the Russian commissioner. Both the wharf and the warehouses were very much needed by our people.

We could not visit Kodiak, or any other point in the new Territory, as the season in which we might expect stormy weather was rapidly approaching.

For the further action of the commissioners, in the execution of their commission, your attention is respectfully called to the protocol, map, and inventories accompanying this report. With this report, and accompanying papers, I return to you the United States flag used on the occasion of the transfer of the Territory.

In your instructions, both written and verbal, you were somewhat particular to impress me with your desire that all the intercourse between the Russian and American commissioners should be liberal, frank, and courteous; and I am pleased to say, that from the meeting of Captain Pestchouroff and myself in your office till we parted, after our work was ended, all our communication and association with each other, personal and official, were of the friendliest character, and just such as I am sure you desired.

I found the Governor Prince Maksontoff and Captain Koskul, both representing the Russian American Company, equally kind and courteous with Captain Pestchouroff.

I saw very little of the new Territory, and regret I could not see more. I cannot, therefore, say much about it which you do not already know. The speech of Mr. Sumner, in the United States Senate, on the ratification of the treaty ceding the Territory of Alaska, is very accurate in all its details, so far as I was able to judge. Indeed, I thought its accuracy very remarkable in the descriptions it contained of the climate, the people, resources, &c., of the new Territory, as he assumed to know nothing personally about it.

The people of Sitka seemed to be quiet, orderly, and law-abiding; of the Russians proper there were about 500 on the island. If kindly treated by our people, most of them will remain as citizens of the United States. Many of them had already made their election to remain under the stipulations of the treaty by which the Territory was ceded to our government. Generally they were satisfied with the transfer of the Territory, as were also most of the Indians. The latter received from Americans since the transfer exorbitant prices for fish and game and whatever they had to sell, and were generally pleased with the change. A Kollosonian chief, however, angrily remarked that, "True, we allowed the Russians to possess the island, but we did not intend to give it to any and every fellow that came along."

At New Archangel the climate is not cold, but it rains a great deal. Mr. Sumner was right when he said the climate was about the same as that of Washington city in temperature.

The valley of New Archangel is almost surrounded by high mountains, is very low and marshy, and does not afford a fair test of the adaptation of the territory to agricultural purposes. But I noticed vegetables growing in the gardens there, such as cabbages, turnips, potatoes, beets, &c., and that the beds or hills upon which they grew were considerably elevated to avoid the moisture caused by the constant rains. The potatoes were small, but both they and the beets were of the finest flavor. I was told that the climate of Kodiak, and of the Aleutian islands generally, as well as of the main land, was colder and dryer than that of Sitka, and that vegetation of various kinds could be grown there.

I saw fine hogs and sheep at Sitka that were raised on the island. I ate of both, and found them of the finest quality. I saw cows there, also, in good condition, which gave excellent milk.

The fisheries on the coast, as Mr. Sumner asserts, are, as I was informed by those who knew, very fine, and from which any quantity of fish may be taken—salmon, trout, cod, and other kinds.

The forests are immense, and the timber, pine, &c., of a fine quality.

We remained a week at Sitka. It required that time to complete the transfer in the manner before stated. We steamed out of the harbor just at night, into the open sea, on Saturday, the 26th November, for Cape Decision, seventy-five miles distant, where we would enter the straits and by the inland passage return by the same route we took in going to Sitka. But before we reached the cape we encountered a storm, the severest known on the coast by any one now there. It lasted about twenty hours, and we very narrowly escaped being lost, nothing but the strength of our ship and the efficiency of the crew, under Providence, saving us. In the midst of the gale, the tiller or rudder ropes parted, all of our life-boats were swept away, and all of the fires under the boilers, save two, extinguished, with three feet of water in the wardroom and nearly as much on the main deck.

The storm being ended, we put back to Sitka, to repair damages. About thirty-five sailors were injured in the storm. In a few days afterwards, with better luck, we reached Cape Decision, and came on through the straits to Victoria.

A steamer of ordinary size and power can go from Victoria to New Archangel by way of the straits, except about ten or fifteen miles; this by running up the straits to a point ten or fifteen miles beyond the town, thence entering the open sea and running back into the harbor. The passage is a safe one, and amidst scenery as grand and beautiful as there is in the world. The mountains, covered with forests, rise almost perpendicularly out of the water to a height of one to three thousand feet, and from the very tops of which gush out foaming waterfalls. In grandeur and sublimity there is nothing like it on this continent.

I have no doubt this passage—about eight hundred and forty miles from Victoria to Sitka—will form a part of the great highway from the United States to the latter place, as it is both safe and delightfully pleasant. The waters are very deep, and anchorages not numerous, but enough. Along the shores are safe land-locked little bays and harbors, formed by notches in the mountain sides, where vessels of any size can anchor in quiet and safety.

Hoping that the President and yourself will be satisfied with my efforts to discharge the duty assigned me, in accordance with instructions given for my guidance, and that the new Territory may prove as valuable an acquisition to our country as you would desire it,

I have the honor to be, your very obedient servant,

LOVELL H. ROUSSEAU,

United States Commissioner, and Brig. Gen. U. S. A.

Hon. WILLIAM H. SEWARD,

Secretary of State.

NEW ARCHANGEL, SITKA,

October 14-26, 1867.

GENERAL: Referring to remark 2, at the foot of inventory A, attached to the protocol of transfer, I beg leave to state, for the information of the government of the United States, that the Russian American Company value the chains, anchors, buoys, &c., laid across the harbor at this port, in the sum of ten thousand dollars in gold.

I am, general, your obedient, humble servant,

A. PESTCHOUROFF.

General LOVELL H. ROUSSEAU,

United States Commissioner, &c., &c.

NEW ARCHANGEL, SITKA,

October 26, (14-26,) 1867.

We, the undersigned, United States and Russian commissioners, Captain Alexis Pestchouroff, of the Imperial Russian navy, appointed by his Imperial Majesty the Emperor of Russia, to transfer and deliver, and Brigadier General Lovell H. Rousseau, of the United States army, appointed by Andrew Johnson, President of the United States, to receive, the territory ceded by his Imperial Majesty to the United States of America by treaty, bearing date the thirtieth day (18-30) of March, A. D. eighteen hundred and sixty-seven, met at the town of New Archangel, in the territory above named, to fulfil our commission; and on the eighteenth (6-18) day of October, in the year eighteen hundred and sixty-seven, at the governor's house in that town, Captain Pestchouroff, as such commissioner, for and in the name of his Imperial Majesty the Emperor of Russia, formally transferred and delivered to Lovell H. Rousseau, as commissioner as aforesaid, who received the same for and on behalf of the United States, the territory, dominion, property, dependencies, and appurtenances, ceded to the United States of America by the treaty above referred to and as bounded and described in that treaty. The transfer was made under

mutual salutes of artillery, the United States taking the lead, and in strict accordance with our instructions in that behalf. In pursuance of our respective instructions, Captain Pestchouroff, as such commissioner, also delivered to General Rousseau, as commissioner aforesaid, the government archives, papers, and documents relating to the territory and dominion above named, also the forts and public buildings, including the governor's house, dock yards, block houses, barracks, batteries, hospital, wharves, and schools, in the town of New Archangel, an inventory of which, marked A, is attached hereto as part hereof. We left, as instructed, in the hands of the Greco-Russian Church, the church buildings, appurtenances, and parsonages to the same belonging, as shown and described in inventory marked B, attached hereto as part hereof. We gave certificates of ownership to the individual owners of private houses and of lots in fee simple in the town of New Archangel, as directed, a list of whose names is presented in inventory marked C, attached to and made part hereof. In inventory marked D, attached to and made part hereof, are shown the houses and buildings owned by private individuals in New Archangel, the owners thereof having no title in fee to the land on which they are situated. A map of the town of New Archangel is also attached as part hereof. The letters and numbers on the margins of the several inventories aforesaid correspond with those of the said plan of the town.

As we were unable to visit Kodiak personally, we took no action touching affairs there. The public property there is certified to by the governor of this territory, in inventory E, attached and made part hereof, and the military authorities can take possession of the same at any time.

LOVELL H. ROUSSEAU,

United States Commissioner.

ALEXIS PESTCHOUROFF,

Russian Commissioner.

A.

Inventory of the public property in the city of New Archangel (Sitka) delivered to the United States of America, General Lovell H. Rousseau, United States commissioner, by his Imperial Majesty the Emperor of Russia, Captain Alexis Pestchouroff, Russian commissioner, on the 18th day of October, 1867, at New Archangel, (Sitka.) The letters and numbers on the margin correspond with those on the plan of the city attached to the protocol of the transfer, and show the situation of the buildings that they refer to.

Letters or numbers on the plan.	Description.
	<p style="text-align: center;">FORTS.</p> <p>A. <i>Battery No. 1.</i>—Formed of a timber breast-wall and platform situated at the water's edge at the foot of the stairs leading to the governor's house, and armed with five 12-pounder and five 18-pounder cast-iron guns.</p> <p>B. <i>Battery No. 2.</i>—Commonly called the Vraloskian battery, constructed of timber, situated by the Indian market place and armed with six 12-pounder cast-iron carronades, and one 12-pounder cast-iron gun.</p> <p>C. <i>Block-house No. 1.</i>—Constructed of timber, situated by the church for the Indians and armed with three 4-pounder cast-iron guns and one howitzer.</p> <p>D. <i>Block-house No. 2.</i>—Constructed of timber, situated by the Lutheran cemetery and armed with three 6-pounder carronades of iron.</p> <p>E. <i>Block-house No. 3.</i>—Constructed of timber, situated by the artificial pond and armed with three cast-iron carronades.</p>

A.—Continued.

Letters or numbers on the plan.	Description.
BUILDINGS.	
3	Subsistence storehouse of timber, in two compartments.
6	Three-storied timber barracks for the garrison troops.
7	Two-story timber building for office house.
8	Governor's house, of timber, two stories high, with wooden staircase and platforms on the outside, outbuildings appertaining thereto, cellars, &c.
9	Wash and bath-house, of timber, appertaining to the governor's house.
11, 12, 13, 14, 15, 22, and 23	Dock yard, consisting of a ship slip, two workmen's sheds, and shed for boiling pitch, coal store, sawing shed, two-storied boat-house, smithy and steam-kiln, all of timber.
16	School building of timber, with its appurtenances.
18	Market for the Indians, with a timber house attached.
20	An unfinished new timber building for barracks.
61	A two-storied timber house for officers' lodgings.
76	An unfinished timber building for a bath-house.
103	A double-storied timber building for a hospital.
116 & 117	Two small wooden arbors in the public garden.
118	Powder magazine of timber and earth.
121	Timber building for a school for the Indians situated outside the palisade.
122	A small timber bulding on the Yaponsky island used as a meteorological observatory.
123	A small timber house on the same island for the observer.
	A stone and timber wharf with wooden stairs for boat landing.
	Public garden with hot-beds, kitchen garden, &c.
	Two small timber buildings with two baths, situated at the mineral hot springs fourteen miles from the city.
	Anchors and chains laid across the harbor for moving buoys.

REMARKS.—The wharf described above, as also the chains, anchors, buoys, &c., in the harbor, were constructed and placed there by the Russian-American Company for their private use, but are transferred to the United States on condition: 1st, that when not used by the government the same may be used by the said company over all others free of charge; 2d, that the United States will pay a reasonable price for the chains, anchors, buoys, &c., aforesaid; and if they do not choose to do so, then the said company may take them away as their property.

PRINCE DMITRY MAKSONTOFF,
Governor of the Russian Colonies in America.
 ALEXIS PESTCHOUROFF, *Russian Commissioner.*
 LOVELL H. ROSSEAU, *United States Commissioner.*

B.

Inventory of the property belonging to the Greco-Russian church in New Archangel, (Sitka,) with numbers and letters indicating the situation of buildings and lots of ground on the plan attached to the protocol of the transfer.

Letters or numbers on the plan.	Description.
	The Cathedral church of Saint Michael, built of timber, situated in the centre of the city.
	The Church of Resurrection, of timber, commonly called the Kaloshian church, situated near the battery No. 2, at the palisade separating the city from the Indian village.
102	A double-storied timber building for bishop's house, with outbuildings, appurtenances, and grounds.

B.—Continued.

Letters or numbers on the plan.	Description.
35	A timber house for church warden.
98	A timber house for the deacon.
104 } 105 } 114 }	Three timber houses with their appurtenances and outbuildings for lodgings of priests.
F. } G. } H. } I. }	Four lots of ground belonging to the parsonages.
a.	The place commemorative of the old church.
b.	A tomb.
	Three cemeteries, two outside the palisades and one by the church of the Resurrection.

PRINCE DMITRY MAKSONTOFF,
Governor of the Russian Colonies in America.
ALEXIS PESTCHOUROFF,
Russian Commissioner.
LOVELL H. ROUSSEAU,
United States Commissioner.

C.

List of the names of persons holding property in fee simple in the city of New Archangel (Sitka) who have been furnished with certificates of the same.

Names and surnames.	Numbers on the plan of houses.
Adolf Lindfors	26
William Ivanoff	28
Elizabeth Bollman	31
John Kilkousky	34
Nathalia Kashevaroff	45
Artemy Laventieff	49
John Kaistky	68
Nadeska Timofejeff	82
Kusma Terentriaff	91
John Makaroff	106
William Vickstrom	107
Simon Sokoloff	108
Jacob Lavouline	109
John Ponomarkoff	115
Michael Buldakoff	X
Gabriel Lyloff	87b
Andrew Ziazeff	87a
The congregation of the Lutheran church	33
Bazil Pavloff	In Kodiak
John Peterson	69a
Mathew Ivanoff	IX

PRINCE DMITRY MAKSONTOFF,
Governor of the Russian Colonies in America.
ALEXIS PESTCHOUROFF,
Russian Commissioner.
LOVELL H. ROUSSEAU,
United States Commissioner.

D.

Inventory of private property in the city of New Archangel, (Sitka,) with the numbers and letters indicating the situation of dwelling houses, establishments, and lots of ground as marked on the plan of the city, attached to the protocol of transfer.

Description.	Letters or numbers on the plan.
Warehouse	1
Shop and storehouse	2
Tannery for furs	4
Dwelling house with out-building	5
Lime-kiin	19
Dwelling house	24
Bakery, joiners', and other shops	25
Dwelling house	26
Kitchen shed	27
Dwelling house with out-building	28
Dwelling house	29
Dwelling house	31
Dwelling house	32
Dwelling house with out-buildings	34
Dwelling house	36
Dwelling house	37
Dwelling house	38
Dwelling house	39
Dwelling house	41
Dwelling house	42
Dwelling house	43
Dwelling house	45
Dwelling house	46
Dwelling house	47
Dwelling house	48
Dwelling house	49
Dwelling house	51
Dwelling house	52
Dwelling house	53
Sea house	55
Dwelling house with out-building	56
Dwelling house	57
Dwelling house	58
Dwelling-house	59
Dwelling house	62
Kitchen shed	63
Shed	64
Dwelling house	65
Laundry	66
Dwelling house	67
Dwelling house	68
Shed	69
Dwelling house	71
Dwelling house	72
Foundry	73
Saw-mill with a shed attached	74
Tannery	75
Water flour-mill, with an out-building, dam, &c	77
Two old Tannery sheds	78
Dwelling house	70
Old bath building	80
Dwelling house	81
Dwelling house with two out-buildings	82
Dwelling house	83

D.—Continued.

Description.	Letters or numbers on the plan.
Dwelling house	84
Dwelling house	85
Dwelling house	86
Two dwelling houses adjoining each other	{ 87 ^a
Two sheds for vegetables	{ 87 ^b
	{ 88 ^b
Dwelling house	89
Dwelling house with two out-buildings	91
Dwelling house	92
Dwelling house	93
Dwelling house	94
Ropery	95
Aleutian dwelling house	96
Hay-loft	97
Dwelling house with out-buildings	99
Dwelling house	100
Stables	101
Dwelling house with out-buildings	106
Dwelling house with out-buildings	107
Dwelling house	108
Dwelling house with out-buildings	109
Dwelling house	110
Dwelling house with out-buildings	115
Fish store with three out-buildings	119
Coal shed, wharf, and—	124
Three old hulks aground, occupied as stores	{ 125
	{ 126
	{ 127
Floating steam sawing shop, aground	128
Hulk and movable bridge	129
Dwelling house	I
Dwelling house and bowling alley	II & III
Dwelling house	IV
Store	V
Shed	VI
Shed	VII
Dwelling house	VIII
Dwelling house	IX
Dwelling house	X
Dwelling house	XI
Dwelling house	44
Lots of ground cultivated as vegetable gardens by the different citizens of the town	J

PRINCE DMITRY MAKSONTOFF,
Governor of the Russian Colonies in America.
ALEXIS PESTCHOUROFF,
Russian Commissioner.
LOVELL H. ROUSSEAU,
United States Commissioner.

E.

*Inventory of forts and public buildings on the island of Kodiak to be delivered to
to the United States government.*

FORTS.

Flagstaff Battery.—Constructed of timber, armed with four guns.

Battery No. 2.—Constructed of timber, armed with six guns, and situated at the northeast entrance of the harbor.

BUILDINGS.

A timber house for the governor of the place.

A timber building for school.

Office house.

Hospital.

A house for the surgeon.

A store shed.

The remainder of the buildings at Kodiak are private property, with the exception of those belonging to the Greco-Russian church.

PRINCE DMITRY MAKSONTOFF,

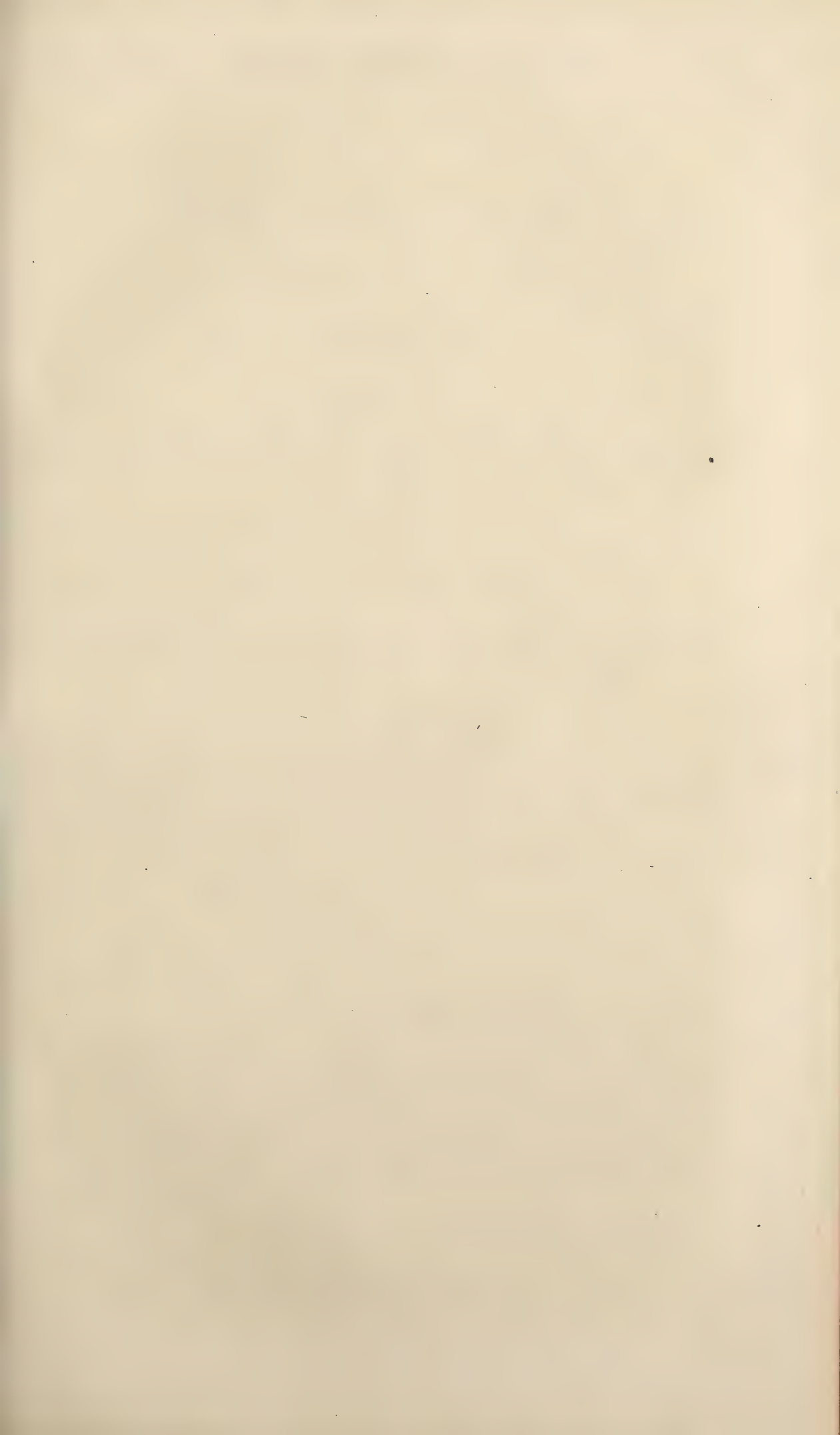
Governor of the Russian Colonies in America.

ALEXIS PESTCHOUROFF,

Russian Commissioner.

LOVELL H. ROUSSEAU,

United States Commissioner.



PARIS UNIVERSAL EXPOSITION.

M E S S A G E

FROM

THE PRESIDENT OF THE UNITED STATES,

TRANSMITTING

Report of the "Paris Universal Exposition."

JANUARY 28, 1868.—Referred to the Committee of Ways and Means and ordered to be printed.

To the House of Representatives of the United States:

In answer to a resolution of the House of Representatives of the 22d instant, calling for a copy of the report of Abram S. Hewitt, Commissioner of the United States to the Paris Universal Exhibition of 1867, I transmit a report from the Secretary of State, and the papers which accompanied it.

ANDREW JOHNSON.

WASHINGTON, *January 27, 1868.*

DEPARTMENT OF STATE,

Washington, January 27, 1868.

The Secretary of State, to whom was referred the resolution of the House of Representatives of the 22d instant, calling for a copy of the report of Abram S. Hewitt, commissioner from the United States to the Paris Exposition of 1867, has the honor to lay before the President the report called for, the subject of which is "The production of iron and steel in its economic and social relations," and which is in two sections. It is accompanied by appendices lettered from A to H, inclusive.*

Respectfully submitted:

WILLIAM H. SEWARD.

The PRESIDENT.

* Appendix E is omitted in this report.

REPORT.

The undersigned has the honor to submit to the Secretary of State the following report on "The production of iron and steel, in its economic and social relations":

SECTION I.

In the general arrangement of the Universal Exposition of 1867, iron and steel, as products of industry, were placed in the fortieth class of the fifth group. In the distribution of the work of the commission of the United States, made in conformity with the directions of the Secretary of State, a committee was constituted on "Metallurgy and the extractive arts in general," and to this committee was subsequently assigned, by resolution of the commission, the duty of reporting on "Minerals as raw materials in the economic arts." The committee consisted of Commissioners Hewitt, D'Aligny, and J. P. Leslie. To Commissioner Leslie was assigned the task of reporting upon "Mining machinery and processes of mining;" to Commissioner D'Aligny, on "Minerals, as raw materials in the economic arts, and on the metallurgy of the precious metals;" and to Commissioner Hewitt "On the production of iron and steel in its economic and social relations."

In the preparation of this report, in order to bring it within reasonable limits, the general principle has been adopted of attempting only to describe specimens of material, machinery, and processes of manufacture, which differ substantially from the experience of the United States; thus presenting, as far as practicable, a purely differential report upon the iron and steel of the Exposition. The necessity for this course will be apparent from the mere statement that the catalogue of class forty includes 2,395 entries, of which the far larger portion are produced in the United States of equal quality, and by processes equally economical. The exhibition of the United States, however, was of so meagre a character that foreigners, judging from the lessons of the Exposition, would have come to the inevitable conclusion that the iron and steel industry of the United States is not entitled to the rank which it undoubtedly occupies in the metallic production of the world. The various ores mainly used in the manufacture of iron in the United States, were indeed to be found among the minerals exhibited from the primitive regions of Lake Superior, New York, and New Jersey, while the brown hematites of Connecticut, Pennsylvania, and Alabama, together with the red fossiliferous ore of Tennessee and Alabama, and a brochure published by Mr. Haines, agent of the State of Alabama, were sufficient to call attention to the unequalled resources of the United States for the foundation of an iron industry which, under equal conditions as to the price of labor, would soon be in advance of that any of other nation whatsoever. A single piece of spathic ore, from Connecticut, and a few pieces of franklinite, from New Jersey, alone served to indicate the possession of the indispensable material upon which the production of Bessemer steel, as at present practiced, is based. A few pieces of pig iron from Lake Superior, from Wisconsin, Ohio, and Alabama, and some inconsiderable specimens of wrought iron, made from the Lake Superior and the Alabama pig, were the sole indications of an annual production of more than a million tons of iron. The only proof of the existence of any manufacture of steel in the United States was contained in a case of very beautiful specimens contributed by Park Brothers & Co., of Pittsburg, for which they received a silver medal. There was no evidence in the Exposition of our large and increasing product of bar iron, of the rolled girders—in the manufacture of which we preceded the world—of the cut nails, of which we enjoy almost a monopoly, and of the infinite variety of wrought and cast iron, in the skilful production of which we are not surpassed by the most advanced nations of Europe. On the other hand,

there was a marked superiority in the products of the European makers designed for uses requiring difficult shapes—a requirement met in our country either by welding or riveting pieces together, and which, in Europe, at the present time, seems to be almost universally supplied by material of such admirable quality, as to admit of being forged or pressed into the most intricate and unusual forms. Such articles as deeply-dished boiler heads, steam domes, tube sheets, and even culinary vessels of every form and variety, and many other articles of fancy, designed merely as *tours de force*, such as cocked hats, and series of square domes raised from a flat plate, were exhibited, made from a single piece without weld or joint. Nor was this evidence of peculiar excellence confined to any one country. In France the works at Le Creusot, Chatillon, and Commentry, and those of Messrs. Petin Gaudet & Co.; in England, the Bowling and Low Moor Works, and those of the Earl of Dudley; in Prussia the works of A. Borsig, near Berlin, and of Hoerde; and in Austria the imperial works at Neuberg, may be enumerated, among others, as having exhibited material of such remarkable quality as to open an entirely new field for the application of iron and steel.

Again, there was unmistakable evidence in the Exposition of the readiness of the European ironmasters to grapple with difficulties in the way of rolling shapes from which at present the American maker would shrink. For example, Messrs. Petin Gaudet & Co. (France) exhibited a rolled beam of the depth of 1 metre, ($39\frac{3}{8}$ inches,) in length, 9.72 metres, (over 32 feet,) and weighing $2\frac{1}{2}$ tons. They also exhibited another beam weighing 2.3 tons, 12 inches in height, and over 106 feet in length. The works of Chatillon and Commentry exhibited a beam $43\frac{1}{2}$ inches in height, and with a 12-inch flange, but of very moderate length; but another beam was exhibited, about 100 feet in length, 9 inches high, weighing about fifteen hundred weight. The Burbach (Prussian) works exhibited a rolled beam 47 feet long and 15 inches in height. A careful observation, however, of the various structures in process of erection on the Continent, failed to show that these remarkable specimens of rolling had yet been brought within such limits of cost as to admit of their use in building. In the Exposition building itself, no rolled beams were to be found of a greater depth than 9 inches, and in the innumerable buildings which are being erected in Paris, and in which iron beams are invariably employed to the exclusion of wood, 4 inches, 6 inches, and 7 inches are the dimensions most generally employed. Thus far the construction of a fire-proof building in the United States is accomplished with less pounds of iron for a given strain per square foot than in France, and we have nothing to learn from the Exposition in this respect. But now that it has been found possible to produce beams of such large dimensions by the simple process of rolling, it is but reasonable to expect that the cost will be reduced as experience is gained, and that they will gradually replace the riveted girders, which even in the Palace of the Louvre are invariably employed for spans of any considerable extent. It is proper, however, to call the attention of our American makers of rolled beams to the extraordinary specimens which we have described, and which it is understood are produced by the aid of the "universal rolling mill." Of this two forms were on exhibition, one in the pavilion of Chatillon (France) and the other in the Austrian department. The latter consists of four rolls, in two pairs, working at right angles to each other, a description of which, illustrated by engravings, can be found in Colburn's Journal (Engineering) for May 24, 1867. Of the mill at Petin Gaudet & Co.'s no model was exhibited and no description of it was given in the documents furnished to the commission.

By a personal visit to the works, however, the construction of the mill was seen to be very simple, and not remarkable for novelty. For each size of beam there is a pair of rolls, each having a working face at the middle of its length equal in width to the depth of the beam. The diameter of the roll at this part is very large, say 3 feet 6 inches, the body of the roll for the rest of its

length being about 22 inches diameter. This formation of the rolls leaves a considerable space between the two except where the working faces come together. In this open space is placed a pair of rollers, working on vertical axes fixed in stout movable frames, by which they can be brought into juxtaposition with that portion of the horizontal rolls which is of largest diameter. The pile used is somewhat thinner than the width of the flange to be produced, and of a width somewhat greater than the depth of the beam, and is so made up as to conform roughly to the final shape of the girder. As the main rolls are brought together, and form the trough in the beam, the friction rollers at the sides are also pressed towards the centre, and tend by the pressure which they exert to extend the flanges at the same time that the web is being drawn out by the main rolls. An offset is turned in the side of the large portion of the rolls to receive and form properly the flange as it is extended by the pressure of the friction rolls. The latter are worked each by a screw in a horizontal frame bolted to the side of the housing, the screw being provided with a ratchet lever, to be worked by hand. This enables the thickness of the flanges to be adjusted with precision. With this mill they have rolled girders of 40 inches height, 33 feet long, and feel confident that they could make them 90 feet in length. The essential features of this mill were all to be found in the first train for rolling beams erected in 1853 at the Trenton Works, New Jersey, but in that case the axes of the driven rolls and of the friction rolls were at right angles to the mill of Petin Gandet & Co., which is probably a better working arrangement than the old train at Trenton. The Universal mill is not yet introduced into England, but forms the subject of an English patent now expired, and is undoubtedly destined to fill a very important place in the rolling of iron, and the American iron-master cannot too soon avail of its advantages before impediments shall be put in its way by the issue of American patents.

Next to rolled girders, or perhaps even more remarkable than these, were the specimens of plate iron contributed from England, France, Germany, and Belgium. John Brown & Co., of Sheffield, exhibited a plate which, after being dressed up to square edges and ends, was 30 feet in length, 2 feet 6 inches in width, and 6 inches thick, weighing 11 tons 5 hundred-weight; and also a piece of a plate which in its original condition was 13 feet long, 6 feet wide, 13½ inches thick, and weighed 20 tons.

For the production of these enormous masses of iron the machinery is of the ordinary kind in construction, but of dimensions proportionate to the mass of iron to be handled. The size of the rolls is 3 feet, and the handling of the iron is accomplished with facility by the aid of steam cranes and of iron chains winding upon the rolls themselves, which are reversible by a clutch gearing, and make about twenty revolutions per minute.

Other plates of 6 inches in thickness and of various weights up to 5 tons were exhibited by the works of Chatillon and of Messrs. Petin Gaudet & Co., (France,) and of Hoerde, (Prussia.)

Generally there may be said to exist a prevailing willingness and practice in the European works to handle iron in larger masses for every purpose than we do in the United States. For example, Belgium exhibited band iron three fourths inches wide by 230 feet in length; Prussia exhibited sheet iron of 21½ gauge, 48 by 108 inches, and wire rods are frequently to be found in all the departments ranging from 30 to 50 pounds in weight, rolled in trains of the ordinary dimensions, and running at speeds no greater than we employ in the United States, for 15 pound billets. This is accomplished by keeping the billet in many more grooves at the same time than we are in the habit of doing, by an ingenious system of doubling the rods backwards and forwards. This same method is employed at Montataire, in France, and at other works for rolling braziers' rods, and even bar iron; and this not from the necessities of the order, but from choice, as a matter of economy. In this way one-inch bars of 100

feet in length are regularly produced, and this system, unknown in the United States, can doubtless be introduced with great advantage.

But the most remarkable specimen of rolling was in the English department, exhibited by Richard Johnson & Nephew, of Manchester, in the shape of a coil of No. 3 wire rods, weighing 281 pounds, in length 530 yards, rolled from a single billet. Also a coil of No. 8 wire weighing 200 pounds, 900 yards in length, and a coil of No. 11 wire weighing 95 pounds, in length 790 yards. These wonderful specimens of wire were not, however, produced in an ordinary mill, but were rolled in a machine invented by George Bedson, the manager of the Bradford iron works, in Manchester. This machine consists of rolls in thirteen pairs, placed one behind the other, instead of side by side, as usual, with guides connecting the successive pairs of rolls, and revolving at such relative rates of speed that the billet being rolled receives the compressing action of the rolls all at the same time. The billet is fed from a long feeding furnace at one end of the train of rolls, being charged at the end of the furnace furthest from the train. A Siemen's generator is used to supply the furnace with gas, so as to insure a uniform heat. The average product of the train is eleven tons per day, and the weight of the billets usually rolled is from 80 to 100 pounds. A comparison of the work for six months, with two old-fashioned trains also running in the same works, shows that the waste is reduced from ten and one-half per cent. to six and nine-tenths per cent., and that the consumption of coal is reduced from fourteen hundred-weight, three-quarters, twenty-five pounds, to eight hundred-weight, and eighteen pounds per ton, most of which saving is doubtless due to the use of Siemens' furnace, and not to the train; the advantages of the latter consisting in an increase of product of nearly one-half in the increased weight of the billets rolled, and in the economy of the labor employed. A personal visit was made to the Bradford iron works, to see the operation of this ingenious and successful machine. It appears to be all that could be desired, and the action of the rolls upon the iron unquestionably produces a sounder and better rod than when worked by the old process, and this is due doubtless to the higher and more uniform heat at which the rod is finished.*

In the use of wire for telegraphic purposes, for wire suspension bridges, and for cables and ropes, the superior value of long lengths is undeniable. Bedson's machine has therefore the double merit of producing a better article, at a lower cost, than has hitherto been obtained; and it is a matter of regret to those who have become familiar with its novelty and its merits, that it received only the recognition of a silver medal, when it so justly deserved the highest prize.

Borsig, of Berlin, exhibited remarkable specimens of gigantic puddle balls, a single one weighing 1,064 kilograms, (more than a ton) and he also exhibited a wrought iron piston without a weld, weighing 590 kilograms, (nearly twelve hundred-weight.) These are not mere *tours de force*, as he is prepared to take orders at a price which renders it economical to employ his product.

In connection with the large masses of iron with which, as demonstrated in the Exposition, modern industry so much occupies itself, it is proper to refer to the crank shafts exhibited by Messrs. Marrel frères, of Gier, (France.) Of these one has three cranks placed 120° apart, and has a length of nearly forty feet, the weight being 30,180 kilograms, or about thirty tons. Another is a four throw crank, say twenty-seven feet in length and twelve inches in diameter.

Among the new applications of iron exhibited in the Exposition are the weldless bands made at the Bowling and Low Moor works,† (England,) employed for uniting the cylindrical sections of steam boilers, covering the joints and strongly riveted on each side thereof, so not merely as to make a firm union, but greatly to stiffen the boiler when finished. The Bowling ring has a cross

* The same principle has been since successfully applied to the rolling of bar iron.

† For a description of the process of making iron at Low Moor, Bowling, and Farnley, the reader is referred to "Percy's Metallurgy of Iron and Steel," page 732.

section like the letter U, with wide flanges, and seems better adapted to stiffen the boiler or flue, and to allow of expansion and contraction, than the flat ring made by the Low Moor works.

The one on exhibition is seven inches in total width, three-eighths thick, the arch in the middle rises two inches, and the width of the flanges is two and one-half inches. These bands would appear to be thoroughly well adapted to their purpose, and worthy of immediate adoption in our country.

STEEL.

In cast steel, by whatsoever process produced, the same tending to large masses and difficult shapes was to be remarked. In advance of all other makers, the specimens exhibited by Krupp, of Essen, (Prussia,) were worthy of the highest admiration. The largest single piece of cast steel was a cylindrical ingot forged at one end into an octagonal shape, 56 inches in diameter, and weighing 40 tons. The grain of this ingot was exposed by the fracture of the forged end, and was uncommonly uniform and free from air bubbles. A piece had also been cut from the portion not forged, which showed at the place of fracture an equally uniform grain.

At the English exhibition of 1851, a cast steel ingot exhibited by Krupp, weighing two and a quarter tons, caused more astonishment than the ingot we have just described, because the world has become familiar with metallic masses of enormous size, but the progress made in sixteen years in the production of cast steel is none the less marvellous, especially if considered in connection with the machinery necessary to produce and work the ponderous ingots into shape, and the organization of the labor and skill required for their formation.

The establishment of Krupp occupies about 450 acres, of which one-fourth are under roof. The number of men employed in the works is 8,000, besides which 2,000 more are employed in the coal mines, at the blast furnaces, and at the ore mines. The production of these works in 1866 was 61,000 tons, more than the entire production of cast steel in the world at the time of the first English exhibition. The value of this product was over \$10,000,000 in currency. It was accomplished by means of 412 smelting, reverberatory, and cementing furnaces, 195 steam engines, ranging from 2 to 1,000 horse-power, 49 steam hammers, in the largest of which the hammer block weighs 50 tons, 110 smiths' forges, 318 lathes, 111 planing machines, 61 cutting and shaping machines, 75 grinding machines, 26 special tools. 1,000 tons of coal are consumed daily in the manufacture of steel alone, and 120 steam boilers are in use evaporating 150,000 cubic feet of water daily. Fifteen miles of rail are laid in the works alone, and 6 locomotives and 150 cars are required for its use within the limits of the establishment.

In order to appreciate the eminent justice with which the grand prize of the Exposition was bestowed upon Frederick Krupp, it is not merely necessary to study these marvelous figures but to consider that this establishment, by far the most extensive ever produced by the energy of man, and these processes, the most difficult ever attempted by his ingenuity, are the offspring of a single life, begun almost by the side of his father's humble forge, and rising through the various stages of poverty, trial, discouragement, and final success, to the very front of the industrial achievements of the world. Such an establishment, such results, and such a man, have special interest for the United States, where the natural resources of the country, the rapid progress of population and civilization, and the genius of our free institutions, all invite a generous emulation in order to equal, and in the course of time even to surpass these magnificent achievements, which, if Krupp, the great captain of modern industry, had not lived in our day and generation, might well have been deemed impossible.

Among the other remarkable specimens exhibited by Krupp is a cast-steel tyre, rolled without weld, eight feet in diameter, a cast-steel axle of crucible steel,

with cast-steel disc wheels, neither forged nor rolled, but cast directly into shape, weighing 1,623 pounds; a cast-steel locomotive crank axle, with cast-steel wheels 6 feet in diameter, weighing 3 tons 13 hundred weight; a cast-steel junction ring of angular section, for uniting the courses of steam boilers, made without weld, 8 feet in diameter, weighing 483 pounds; a cast-steel double crank shaft for a screw steamer, 25 feet long, 14 inches in diameter, weighing (finished) $9\frac{1}{4}$ tons; forged under the 50-ton hammer from an ingot originally weighing 27 tons. And this is a proper place to note that cast-steel crank shafts appear to be coming into general use, not merely for locomotive and stationary engines, but for the massive marine engines which are required for the steamers devoted to the business of transatlantic navigation. The experience with these cast-steel crank shafts for marine engines does not appear to be sufficiently extensive to warrant any positive opinion as to the comparative value of cast steel and iron for the purpose, and it is possible that in cases where great resistance to torsion is required, iron will maintain its place. In any event the attention of engineers has been so called to this subject by the Exposition, that we may expect soon to have all doubts on this important subject removed.

The most striking object, however, in Krupp's exhibition, was the cast-steel thousand-pounder rifled breech-loading gun, resting on a cast-steel carriage, intended for the arming of coast batteries for the destruction of iron-plated ships. It consists of an inner tube, upon which are shrunk cast steel rings. This tube was forged under the 50-ton hammer, from an ingot weighing forty and one-fourth tons, but reduced in the process of manufacture to twenty tons by the loss of the sinking head, and by forging, turning and boring. The cast-steel rings are three in number at the powder chamber, and two in number towards the muzzle portion of the gun. These rings weigh thirty tons in the aggregate, and were each manufactured from an ingot without welding. The total weight of the gun is 50 tons, the diameter of the bore is 14 inches, and the total length of the gun is 210 inches. It has 40 rifle grooves, in depth .15 inch, and the twist of the rifling diminishes from one turn in 980 inches to one turn in 1,014.4 inches; the weight of the solid shot is 1,212 pounds, and of the shell 1,080 pounds, and the weight of the latter is made up of the cast-steel shell, 834 pounds, the lead jacket, 220 pounds, and the bursting charge, 17 pounds; the charge of powder for the gun is from 110 to 130 pounds. The cannon reposes upon a steel carriage weighing fifteen tons, and the two together work upon a turn-table weighing twenty-five tons. The turn-table was not exhibited for want of space, but it was stated that the gun-carriage slides smoothly upon the turn-table to the cheeks at the backstays at each discharge of the gun, and that two men can quickly and easily elevate, depress, and turn the gun so as to follow and cover with speed and certainty any vessel in motion. The price of the gun, which is understood to have been made for the Russian government, is £15,750 sterling, and of the carriage and turn-table £6,000, being about \$150,000 in currency. Sixteen months of unremitted labor, by day and night, were expended upon its manufacture, and its transportation from the works to the Exposition required a car made entirely of steel and iron weighing twenty-four tons, resting upon twelve wheels.

It forms no part of the purpose of this report to institute a comparison between different systems of ordnance, or even to undertake to decide the relative value of cast and wrought iron and steel, for the manufacture of guns, but it has been deemed best to give a somewhat elaborate description of this monster engine of war, in order to indicate the possibilities of construction in its most difficult and expensive form, in case experience should show that such weapons will hereafter be required in our own country. In this connection a comparison with the largest guns produced in England will be of interest. Sir William Armstrong exhibits a $12\frac{1}{2}$ -ton 9-inch muzzle-loading rifled gun, constructed on the coil principle, and mounted on a wrought-iron carriage and slide; the weight of

the projectile is 250 pounds and the charge of powder 43 pounds. This gun is beautifully made, and is noteworthy from the fact that the compression for checking the recoil is wholly of iron, and is thrown in and out of action by a lever-handle, which is self-acting if neglected. The gun is designed for use on ship-board. The largest Whitworth gun exhibited is a 150-pounder, and is constructed exclusively of mild steel, wrought into tubes, which are forced into each other by hydraulic pressure. But to us the most interesting gun is the 9-inch Paliser gun, made by casting an exterior coating of iron around an interior barrel of wrought-iron, constructed on the coil principle. This gun carries a projectile of 250 pounds, and if in practice it should be found to have substantial advantages over our cast-iron guns, it suggests a method by which we may apply the principle to the reconstruction of the large number of cast-iron guns which have been accumulated during the last few years. The gun now manufactured by the British war department, at Woolwich, consists of a cast-steel tube, upon which rings of fibrous wrought iron, made upon the coil principle, are built up, and the specimen exhibited was a 12-inch muzzle-loader, weighing 470 hundred-weight, length of bore 145 inches, having 9 grooves, each $1\frac{1}{2}$ inch wide and .2 inch in depth, the spiral increasing from one turn in 1,200 to one turn in 600. The weight of the charge of powder is 70 pounds, and of the projectile 600 pounds.

The only other gun requiring notice was a coiled steel gun, made by Petin, Gaudet & Co., weighing sixteen tons, and intended to throw a projectile of three hundred pounds in weight; but it was quite evident that the manufacture of steel and wrought-iron guns in France is still in its infancy, and there would seem to be the same uncertainty in regard to their value as prevails in the United States. But there would seem to be no doubt that within certain limits of size, and perhaps for all sizes of field-pieces, cast steel is regarded as the best material, and Krupp has already produced more than 3,500 cast-steel guns, mostly rifled breech-loaders, and at the present time has orders in hand for immediate delivery of 2,200 guns, ranging from four-pounders to three hundred-pounders. Not much accurate information is to be procured in regard to the endurance of the larger-sized guns, but Krupp exhibited a cast-steel rifled four-pounder breech-loading gun, belonging to the Prussian war department, which had been fired several hundred times, with gradually increasing charges up to three and three-quarters pounds of powder and one hundred and twenty-two pounds of shot, without the slightest appearance of injury.

Although no evidence was afforded by the Exposition of the substitution of cast steel for cast-iron shot in the French service, my visits to the French iron works seemed to show conclusively that such is the case, as all the large establishments were actively engaged in the manufacture of cast-steel missiles of all sizes, but more especially of the larger calibre; and whatever the fact may be, it is quite evident that cast steel is regarded by French military engineers as superior to all other materials where penetration is required.

Krupp also exhibited a cast-steel rail fifty feet in length and bent double, cold, in the middle, without fracture. His engineer in the Exposition stated that their annual product of rails was about thirty thousand tons, and that no Bessemer steel was employed in their construction. In the absence of a personal visit to the works, we are bound to accept this statement as true, although it is stated on good authority that as many as nine pairs of converters are constantly employed at the works in the production of Bessemer steel, and there seems to be an impression that the tyres latterly produced at Essen are not quite equal in quality to the remarkable material which was at first employed for this purpose. This may be only the result of rival representations, and it is undeniable that up to the present time Krupp maintains his pre-eminence in the manufacture of locomotive tyres, and is probably justified in the claim which he makes, that his crucible cast-steel coils are superior to those made from Bessemer

metal In the year 1865 the sale of cast-steel tyres amounted to 11,396 sets, and the guarantee of their endurance given by Krupp is that they will run 400 kilometres for each kilogramme of weight, (equivalent to 125 miles per pound;) that is to say, a tyre weighing 600 pounds is guaranteed to run 75,000 miles, but their actual performance as a general rule shows a much higher endurance. The results with these tyres and those of other makers—such as Naylor, Vickers & Co., Firth & Sons, the Bochum Company, Petin, Gaudet & Co., the Bowling Company, and the Monk Bridge Company, and other respectable makers, would seem to justify the broad statement that the day for iron locomotive tyres has passed by, and that it is far more economical, if not more safe, to substitute cast-steel tyres in every case. The same conclusion cannot yet be affirmed of rails, because the interest account, of but little consequence in the case of the tyre, becomes a very serious, and, indeed, controlling element in the case of rails. It may be stated, however, that in all cases where iron rails wear out in consequence of hard service within the limits of duration assigned to a steel tyre, it is quite as economical to use steel rails in lieu of iron ones as it is to use steel in lieu of iron tyres. But, assuming the cost of cast-steel rails to be double that of good iron rails, it is quite evident that there must be a limit in the duration of iron rails beyond which it will not pay to substitute cast steel. This calculation is one which must be made by each consumer for himself, with reference to the available capital at his disposal; but it is safe to declare that on all roads where the iron rail has an average life of ten years it would not be profitable to substitute cast-steel rails, and so long as the average rate of interest paid by railroad companies in the United States amounts to eight per cent. per annum it would be found expedient considerably to reduce the limit of ten years above assumed for the duration of iron rails before the substitution of steel rails could be justified on grounds of economy. Even in England, where capital is superabundant and the rate of interest on long obligations not over five per cent., and the traffic per mile of very large dimensions, requiring, as a general rule, the renewal of iron rails in seven years, cast-steel rails have thus far not been very extensively introduced; and even on the London and Northwestern railway, which owns a mill devoted expressly to their manufacture from Bessemer steel, and which, from its enormous traffic, has every inducement to make its road as permanent as possible, the money question seems to check the use of cast-steel rails upon any very extended scale. And yet the necessity of more durable rails than those generally in use is so apparent that any attempt to secure greater durability without much additional cost is regarded with great interest, and hence in the Exposition there were many specimens, and from all the leading nations, of *iron* rails with *steel* heads. In some cases the material employed for the head was puddled steel, in others cast steel, and in others Bessemer steel. It seemed to be generally admitted that the durability of the steel in the head was in nowise impaired by its being placed upon a cushion or bed of wrought iron, but the great difficulty appeared to be in securing a thorough union or weld between the two kinds of metal. In the Austrian department, where some admirable specimens of steel-headed rails were exhibited, from the Neuburg Works, the engineer in charge stated that nine per cent. of the heads failed in the weld during the first year, but that subsequently no failures occurred, and that even with this amount of loss the rails were regarded as cheaper than either steel or iron. At Crewe, where the works of the London and Northwestern Company are situated, and where a considerable quantity of Bessemer steel-headed rails have been made, it was stated that some difficulty had been found at first in making a reliable weld of the steel to the wrought iron, and that as many as five per cent. of the rails first made had failed in consequence of the loosening of the steel top; but as experience was acquired in the manufacture this difficulty had disappeared, and the percentage of loss had been reduced materially. The practice at Crewe is to

place a bar of soft puddled iron between the steel of the top and the old rails used in the lower part of the rail, and as a further protection the steel for the head is rolled in the form of a channel bar, with ribs in the recessed portion so as to fold around and embrace, as it were, the head of the rail. Considerable experience has already been acquired in the United States as to the feasibility of making a sufficiently good junction between the iron and steel for a durable rail, and it may be confidently affirmed that there is no practical difficulty in the way of making an iron rail with a steel head, whether of puddled, Bessemer or cast metal, that will meet all the reasonable requirements of the case, and reduce the failures to less than one per cent. The cost of steel-headed rails is, of course, intermediate between that of all iron and that of all steel rails, and the system possesses the great advantage of rendering all the old rails available for re-manufacture, and of thus renewing the tracks with a bearing surface of steel by gradual steps, and with a very moderate increase of cost. On the London and Northwestern railway, which has had the most experience in the use of Bessemer and steel-headed rails, experience seems to show that the steel-headed rails possess all the requirements in point of cost and durability for their general introduction on the line, and the conclusion is irresistible in my own mind, after a careful study of the specimens in the Exposition, that the steel-headed rail will ultimately prevail over all other kinds of rails now known, and that in the United States the facilities for their manufacture are unusually favorable. It is a question in what manner the steel shall be made for the heads, and this point will be discussed when we come to speak of processes, and it is enough to state here that a good steel head can be made from any one of the kinds of steel above specified.

In closing this brief statement of the remarkable specimens of cast steel in the Exposition, the products of the Bochum Company (Prussia) should not be overlooked. An enormous cast-steel bell, weighing 29,500 pounds, remarkable for the admirable proportion which existed between its size and its tone, was not, however, more wonderful than the cast-steel railway wheels made in sets of ten or a dozen, united by a thin shaft of metal running through the centres, thus enabling one sinking head to answer for the whole quantity, and securing greater density and soundness in the metal. These wheels, when cut apart and turned up, were beautifully sound and clean, and gave evidence of ability to cast steel with as much facility as ordinary cast iron. Another evidence of this was to be found in a locomotive cylinder, bored and of such finish and soundness as not merely to excite general admiration, but, induced the belief that possibly it was cast iron which had been deprived of its carbon by being annealed in a bath of oxide of iron, or some other decarbonizing material.

In the Swiss department, machine-cut steel files were exhibited fully equal to any cut by hand; and this result is said to be due to the grinding of the blanks across the face instead of lengthwise, a point which may have great value to our own makers of files.

QUALITY OF MATERIAL.

A careful observer of the iron and steel specimens in the Exposition could not fail to be struck with the varieties in the quality of the metal exhibited and the evident attention paid to the adaptation of special qualities to special uses. In some establishments only a particular quality would be produced, but, as a general rule, all the large works exhibited, and seemed prepared to produce, a quality proportioned to the price to be paid.

In the pavilion of Le Creusot, for example, seven different qualities of merchant iron were displayed as examples of the uses to which each quality would be applied, and a personal visit to the works satisfied me that there was nothing fanciful in these grades. In the Welsh iron works it is notorious that the quality of the article produced is directly proportioned to the price paid for it, and in

my visits to those gigantic establishments which have grown up in the mountains of South Wales, it was humiliating to find that the vilest trash which could be dignified by the name of iron went universally by the name of the American rail.

This is no fault of the Welsh iron-master, but has arisen from the almost universal practice of late years, on the part of American railroad companies and contractors, of purchasing the lowest-priced article that could be produced. Of course no iron of this quality was to be found in the Exposition; but if prizes were to be given for mere human ingenuity, I cannot conceive of anything more entitled to it than the production of a well-finished rail from puddled balls, that will not hold together under the alligator squeezer.

There is, however, one thing more remarkable even than this low quality of iron; and that is, the stupidity and reckless extravagance of the customers who are found to buy it. To this cause, more than any other, is due the necessity of almost annual renewals of rails in the United States, and of the financial troubles of so many of our leading lines of railway; nor is there the slightest excuse for this result, for the Welsh iron-masters, to their credit be it said, make no concealment either of the inferiority of the material or the poverty of the process by which it is treated, and greatly prefer to turn out work creditable to themselves and profitable to their customers. But the inexorable law of competition, and the unremitted cry for cheap iron in America, have left them no choice.

For their own country, for the continent of Europe, and for India, no such system is practiced. As a general rule, all rails made for home consumption are guaranteed for from five to seven years, according to the traffic; that is to say, every rail that fails in the slightest degree within the time specified is renewed at the expense of the maker. The extra price paid for a guaranteed rail on roads of moderate traffic is about thirty per cent., but on roads having a heavy traffic at least fifty per cent. additional is paid. In cases where the guarantee cannot be procured in consequence of the heavy usage to which the line, or any portion of it, is subjected, the conclusion is inevitable that a steel rail should be used. And until a similar system of guarantee and adequate payment therefor is introduced into the United States, shareholders in railway companies can place no reliance on the security of their investment and the permanency of dividends.

It is this difference in the quality of iron, and its corresponding money value, which enables particular works and special regions to thrive under local disadvantages as to cost. To some extent the same rule applies in the United States, but it may be affirmed that there is no civilized country in which the discrimination is made to so small an extent, and which loses so much by its indifference.

A very remarkable proof of the adoption of particular quantities to particular purposes is to be found in Sweden, which possesses inexhaustible stores of primitive ores, many of them adapted to the manufacture of steel and the very highest grades of bar iron, and yet, for some purposes, ores which contain phosphorus are absolutely preferred to the purer ores, even though procurable at the same price. For tools, such as spades, shovels, hoes, and other utensils, and for roofing-sheets, which are to be subjected to severe wear, at least one-tenth of one per cent. of phosphorus in the iron is considered desirable.

Again, in France, in order to produce the better grades of iron, ores are brought in large quantities from Elba and Algiers, at a high cost, which is reimbursed by the purchaser.

If there was any lesson clearly taught in the Exposition, it was the willingness of the public to pay an adequate price for skill and quality, and this willingness must spring from an enlightened self-interest.

There is no difficulty whatever in producing in the United States any quality of iron and steel that may be desired, for we have an exhaustless profusion of the very best kinds of ore and coal, and, at the present day, so open to com-

munication as to render them available with as little expenditure of human labor as the most favored countries of Europe. But the problem presented for solution to the American iron-master has not merely been to procure this labor at as low a cost as it is obtained in Europe, (a requirement utterly impossible to be met,) but to produce the highest grade of material in competition with the price of the poorest foreign article. For the difference in the price of labor a remedy may be found in the tariff, but for the other exaction there is no remedy but greater intelligence on the part of the consumers, and in all cases where life or limb is at risk, the enforcement of the law as to the responsibility for the use of inferior material.

PROCESSES OF MANUFACTURE.

Having completed a brief survey of the articles in the Exposition which to the eye of an American would appear remarkable, we come next to the consideration of the processes employed in the manufacture of iron and steel, which have not yet been introduced, to any considerable extent, in the United States. And first, in the natural order, comes the production of wrought iron and steel by a direct process from the ore. To some extent this branch of industry still continues in the United States, especially in the northern part of the States of New York and New Jersey, where the process employed is usually but incorrectly known as the Catalan method of making wrought iron. But in Europe this mode of making iron may be said to have died out, although in the mountains of Spain, and some portions of Italy, a few fires still maintain a feeble existence. The practical mind of Europe and America, however, has never ceased its efforts to produce wrought iron and steel directly from the ore, by some convenient and economical process, and perhaps at no time has this subject received more attention than at the present. Of this interest, however, the Exposition afforded but a single example, but that example in a quarter so distinguished both for scientific and mechanical knowledge, and for success so eminent in another direction, as to have merited the grand prize of the Exposition, that it seems reasonable to expect the solution of this difficult problem, if it be at all possible, at the hands of Charles William Siemens, whose regenerating heating furnace will be the subject of subsequent consideration. In the exhibition of Mr. Siemens were some small specimens of cast steel, which had been made direct from the ore, but which would scarcely have been remarked but for the eminence of the maker. They were made in conformity to a patent issued to Mr. Siemens on the 20th September, 1866, in which he states that his invention has for its object the production of iron or steel directly from the ore, and in a continuous manner, analogous in this respect to the continuous action of the blast furnace; and consists in exposing a mass of ore, which may or may not be mixed with reducing agents or fluxes, upon an inclined surface, to the surface action of intense heat, and in introducing at the same time a current or currents of combustible gases or petroleum oil in among the mass from below the inclined surface, so as to percolate through the mass of ore, affecting or aiding in its reduction, and at the same time enveloping its surface where exposed to the flame in a deoxidizing or reducing atmosphere, tending to facilitate its fusion. The fused metal and cinders accumulating at the foot of the inclined surface are from time to time removed, while a mass of ore is maintained upon the inclined plane by its own gravitation, fresh ore being supplied from hoppers at the top of the incline in regular quantities. The intense heat spoken of in this description as necessary for the process is produced by Siemens' regenerative gas furnaces. Mr. Siemens has been conducting experiments upon the red hematite ores at Barrow in Furness, with a view to demonstrate the practicability and economy of this process, but it is yet premature to estimate the measure of his success. If, however, he should succeed in practice, with the magnetic ores of

the Atlantic highland range stretching from New York to Georgia, and the primitive peroxides extending from the great lakes through Missouri and Arkansas, with the command of the fuel and the petroleum indispensable for its success, this process will be of incalculable value to the United States.

In the preparation of ore for the blast furnace, Sweden exhibits the model of a roasting furnace invented by Mr. E. Westman, and which was adopted in the first place at Dannemora works, and since generally introduced at the other iron works in Sweden. It consists of a vertical furnace which is heated by a portion of the gas drawn from the blast furnaces themselves, and introduced at the bottom of the roasting furnace through suitable flues by the aid of natural draught. The temperature in the furnace is carried to such a degree as to soften the ore, and drive off the sulphuric acid arising from the oxidation of a portion of the sulphur, disengaged by a distillation of a lower temperature from the pyrites, which may be mixed with the ore; a portion, moreover, of the sulphur is oxidized by the oxygen of the ore. Ore thus roasted, however dense when charged into the roasting furnace, is discharged at the bottom quite porous, like a sponge, and almost entirely free from sulphur, if it do not contain more than four per cent. in its natural state. With ore so roasted, and which presents an entirely different appearance from ore prepared in a common kiln, the statement is not surprising that the blast furnace runs with far greater regularity and with much less consumption of fuel. The introduction of this roasting furnace will be of great value when magnetic ores are smelted with charcoal. It is highly probable that even in furnaces fed by mineral coal, it will bring into economic use a great variety of ore now rejected on account of sulphur. So important did this furnace appear, that the undersigned at once engaged a Swedish engineer to proceed to America, where he is now erecting a furnace at Ringwood, in New Jersey, so that at an early date it may be examined by the public. Besides economising coal, the Westman furnace, in connection with other improvements resulting from a more accurate knowledge of the theory of the blast furnace, and a careful study of its operation, has greatly increased the weekly product of the charcoal furnaces in Sweden. The general dimensions of the blast furnaces are from eight to nine feet across the boshes, and from forty to fifty feet in height. The average product of these furnaces driven with a blast heated to 150° to 200° Centigrade is about seventy-five tons per week, which is nearly double the product made a few years since, and now made in the United States from the same class of magnetic ores, which must be carefully distinguished from the brown hematites of Connecticut, and the peroxides of Lake Superior. The charging of the furnace, in particular, is most carefully attended to; absolute uniformity in the size of the pieces of ore is insisted upon, and the charge is distributed over the furnace by a shovel, in which it is first weighed, and then run on a suspended railway to the tunnel head of the furnace, which is never closed. The most intelligent engineers expressed the opinion that the furnaces would give better results if made larger; but as they are, 100 pounds of cast iron are produced with ninety pounds of charcoal, which is as near as possible at the rate of 112 bushels to the ton. To supply this quantity of coal it is estimated that 5,000 square metres (about 6,000 square yards) of wood land are required, and the most vigorous care is practiced in order to insure a perpetual supply of wood to the works. This is not in consequence of any regulation of the government, as is generally supposed, but by a concurrence of action among the Swedish iron-masters, who have an association administered with great vigor and intelligence. For the production of 100 pounds of bar iron from the pig 100 pounds of charcoal are required where the works are upon a scale sufficiently large to work to the best advantage. The English run-out or refinery fire is not in use in Sweden, but the refining is all accomplished in the ordinary forge fire generally in use in Pennsylvania. Various modes of treatment in this fire are employed, but the one most generally

used is the Lancashire method, substantially the same as the Welsh process generally employed in the United States. At Dannemora the Walloon method is employed, and at Elfsborg the method of Franche Comté is in use. At Kihlafors a combination of the Walloon and Lancashire methods is adopted, which is said to produce a very superior quality of iron with a very small consumption of coal. A detailed description of these methods may be found in Percy's Treatise on the Metallurgy of Iron and Steel, pp. 591, 604. They all give good iron if they are properly followed. The special interest which these Swedish irons have for us consists in the fact that at this day, as for many years past, they are regarded as indispensable for the production of the best quality of cast steel by the crucible process. Hence the exhibition made by Sweden was among the most interesting in the Exposition, and it is creditable to that country and its iron-masters that it was not only most complete in all its details, but afforded an opportunity of studying its peculiar process of manufacture, from the ore to its final result in the highest grade of cast steel. The Swedish exhibition was in charge of a most intelligent engineer, Mr. L. Ruiman, who took the greatest possible pains to furnish whatever information might be desired in regard to the manufacture of metals in Sweden.

The Danemora irons have generally a fine grain, but unequal in size, composed apparently of hard and soft particles, but in ductility and tenacity the strength of this iron still maintains its superiority over all others; and it has the remarkable peculiarity that, when heated, it becomes very soft and full of fibre, and when cemented and cast into steel the inequalities of fracture entirely disappear. The irons made by the Lancashire fires are generally the most equal in grain, and this is supposed to be due not so much to the primary process of manufacture as to the peculiar mode of reheating and hammering to which they are subsequently subjected. For reheating, the gas welding furnace, as it is called, is usually employed, by which the bloom is subjected to so high a heat as to become incandescent, so that when subjected to the hammer all raw iron breaks in pieces, and is thrown off in the forms of small bits and blue sparks. Loops which act in this way are absolutely rejected for commercial purposes, and are only used for the local wants of the works themselves. There can be no doubt in my mind that to the use of the gas welding furnace, and the high heat, coupled with care in the selection of ores, is due the superiority which must be accorded to Swedish over American iron made by the charcoal process. For steel, iron ore containing phosphorus is absolutely rejected, and it is a curious fact that Mr. Le Play, so long ago as 1846, prepared a table of Swedish iron, arranging their rank according to the price which they bore in the steel market of Sheffield, and the subsequent analysis of these irons shows that this value, determined by the practical experience of the manufacturers of steel, is directly determined by the quantity of phosphorus and sulphur contained in the pig iron from which the bars are made. Inasmuch as the consumption of Swedish iron, in the United States is very considerable, and the demand for that quality of metal is likely to increase, to be met either by importation or by domestic production, I have deemed it best to append to this report a copy of the table obligingly furnished by Mr. Rinman, giving the names and marks and kind of ore used in all the Swedish iron works; and also to append an analysis of the different kinds of pig iron from which they are made. A careful study of these two tables (Appendix A) will not only guide the consumer in the selection of the kind of iron which he may require for special purposes, but will enable the American iron-master to select the kinds of ore with which he may hope to replace Swedish iron in our own markets. But let it not be supposed that this last result can be achieved by ore alone. The same care in the manufacture, and the same severe test which is applied to the loops, heated to the highest point, will be required to insure a uniform and satisfactory result. The best form of gas furnace is probably that of G. Ekman, models of which were ex-

hibited in the Exposition, and a description of which can be found in Percy's *Metallurgy*, page 716.

It is well to note that in the forge, or sinking fires, two tuyeres are generally employed, placed opposite to each other, by which the production is increased and the consumption of coal diminished, and the iron is generally regarded as more homogeneous. Puddling with wood is also practiced to a considerable extent in Sweden; and, in this connection, although somewhat out of its proper order, it is best to describe the furnace devised by F. Lundin, of Carlstadt Munkfors, designed for the consumption of turf and peat, without drying, and of wet sawdust or other moist fuel; an invention deemed so valuable that the association of Swedish iron-masters have rewarded Lundin by a gift of \$10,000, which, in Sweden, is a very considerable sum. In this furnace the fuel is fed by a hopper into a reservoir, resting upon an inclined grate, supplied from below with air from a blower. The products of combustion thus produced pass through a condenser, where all the moisture in the gas is condensed. The gas then passes to the heating furnace, which is furnished with Siemens' regenerators. It is found easy to use fuel containing as much as forty-five per cent. of water, and the resulting gas contains about thirty-three pounds of water to one hundred pounds of dry gas, and the water, after condensation, contains about two per cent. of its weight in gas, or three per cent. of its volume. The condensing apparatus consists of 3,500 pounds of iron bars piled crosswise on each other, and kept cold by a jet of water from a tuyere. The heat of the gas before condensation of the water always melts lead easily, and sometimes zinc. The expense of the construction of a full-sized furnace in Sweden is about \$2,500 in currency, and it is estimated that such a furnace will utilize 1,700 tons of fuel in a year, at a saving proportioned to the cost of other fuel in the particular locality where it is employed. In Sweden it is estimated that the annual saving resulting not merely from the cost of the fuel, but from the repairs of the furnace and the increased temperature, amounts to over \$5,000 per annum on the product of each furnace. In the Ekman furnace dry wood containing eight per cent. of water produces in the generators gas of a temperature of $1,394^{\circ}$, while in the Lundin furnace the temperature is $2,666^{\circ}$, the combustion in both cases being produced by cold air. The gas produced by seasoned wood contains more water than that which proceeds from the Lundin condenser. The duration of the furnace is simply surprising, and is to be attributed probably to the fact that there is no cinder. In eight weeks the thickness of the roof, 4 inches, was only diminished from $\frac{1}{4}$ to $\frac{3}{8}$ inch, and the side walls were entirely uninjured. So wonderful is the success of this system of condensation, in connection with the Siemens' regenerators, that, in Sweden, and in fact everywhere where moist fuel is employed, the Lundin furnace will supersede every other. Its great merit is, that it is available for any kind of fuel whatever. In the United States it is believed that this arrangement might be employed advantageously for washing the gas obtained from mineral coal; but its chief merit consists in the fact that in mineral regions, far removed from the coal fields, it is possible to establish iron works, using sawdust or peat with entire success and great economy. In the lumber regions of Lake Superior it will be found to have a special value, because there is an abundant supply of pig accessible to the saw-mills on Green Bay and in Michigan, producing enormous quantities of sawdust, slabs, and waste timber.

Although reluctantly I have been compelled to abandon the idea of accompanying this report with drawings, and to rely rather on references to printed publications, the drawings of the Lundin furnace are annexed in Appendix B, not merely because they are not elsewhere attainable, but because the value of the invention is such as to secure its immediate introduction into the United States, in many parts of the country where mineral coal is dear or not attainable.

The Exposition presented very complete specimens of pig-iron from all parts of Europe, but the experience valuable to our American iron-masters could only

be acquired by actual visits to the works where they were produced. In South Wales the most remarkable feature was the endurance of the furnaces, some of which had been in blast for more than twenty years, and no furnaces were expected to go out of blast under ten or twelve years. As the production of these furnaces varies from two hundred to three hundred tons per week, and the ores and coal are not less calculated to wear the lining than our own, it would be very desirable to determine the cause of this greater durability. In Wales the heat of the blast is usually about 600° , and its pressure from three to three and a half pounds per square inch. As all these conditions are to be found at particular works in the United States where furnaces continue in blast only from three to four years, it would seem that the quality of the bricks might explain the difference. Another peculiarity of South Wales is the great difference in the product of furnaces having the same dimensions and shape and using the same materials, and for which the experience of the iron-masters offered no adequate explanation. Again, at Ebbw Vale, the Sirhowy furnace, 73 feet in height, 18 feet across the boshes, with the hearth seven feet six inches in diameter, and the tunnel head ten feet in diameter, containing 11,900 cubic feet, did not produce as much iron as another furnace seventeen feet six inches across the boshes, forty-eight feet high, with the same sized hearth and top containing 6,590 cubic feet. This latter furnace averaged about 380 tons of iron per week, using about one and a half ton of raw coal to the ton of iron. Its interior section was in the form of two cones meeting at the boshes, and a drawing of it will be found in Percy among the Ebbw Vale furnaces, marked E. V., No. 3, p. 559. The only mechanical arrangement of these furnaces worthy of special notice is the cup and cone device at the tunnel head which is described in Percy, page 470, perfected at the Ebbw Vale iron works, and now generally adopted at all the large iron works in Great Britain and on the continent, except in Scotland and in the Cumberland region, where it is supposed to have an unfavorable influence on the quality of the iron. The object of this arrangement is to throw the small ore and coal against the sides of the furnace, and the large pieces to the centre, and it was stated to be essential that the cone when drawn up to its place should have a space of 18 inches between it and the lining of the furnace. From the space thus produced the gas is drawn off for the supply of the hot blast ovens and the boilers, which, in the great majority of cases, were placed upon the ground and not upon piers, and no difficulty is experienced in procuring an adequate supply of gas below by the draught of high chimneys. It was generally stated that the adoption of the cup and cone arrangement had improved the running of the furnaces and diminished the consumption of coal.

The Cumberland region has long been remarkable for the large product of iron from its blast furnaces. Even as early as 1862 a weekly product of over 600 tons had been achieved in one furnace, and although the business has greatly extended in that region, and is still characterized by large weekly products, it does not appear that any improvements have been lately made either in construction or in yield. At Barrow-on-Furness there are 6 furnaces 15 feet across the boshes, by 42 feet high; and 5 furnaces of $17\frac{1}{2}$ feet across the boshes, and $47\frac{1}{2}$ feet high. When working for pig iron designed for the Bessemer process, the smaller furnaces make 300 and the larger 400 tons per week of extra gray pig iron, but this product is very largely increased when the furnaces are running on forge iron, a single furnace having made as much as 700 tons in a week. This remarkable product is due to the admirable character of the ore, which is a red hematite yielding 60 per cent. on the average, and is smelted with a ton of coke per ton of iron, but when the grayest iron is made the consumption of fuel is undoubtedly greater. Admirable as these works are in construction, and producing annually the enormous quantity of 200,000 tons, there was nothing in the process of manufacture calling for special notice.

But at no point in Europe was the lesson of the superior advantage of good

quality more plainly inculcated, for here, on the west coast of England, gray hematite iron was selling for 90 shillings a ton, while on the east coast of England gray Cleveland iron could be purchased for 40 shillings per ton; the one finding a market in the Bessemer process, where only the very best iron can be used, while the other had to be sold in competition with the great mass of inferior pig. But though the iron of the Cleveland region be inferior, it is there that the American iron-master has most to learn. The ore of the Cleveland region is of the fossiliferous variety, yielding 31 per cent. raw, and 42 to 43 per cent. when roasted. The coke is extremely tenacious, enduring a heavy pressure without being crushed. The first furnaces built were about 18 feet in diameter and 55 feet high, making a weekly product of about 230 tons, with a consumption of $1\frac{1}{2}$ ton of coke to the ton of iron, and a temperature of blast of from 600° to 700° . The excellent performance of the stock in the furnace soon led to an increase in its height, with a corresponding increase in the temperature of the blast, and now there are furnaces in operation in the Cleveland district 102 feet in height, 27 feet across the boshes, and driven with a blast of a temperature of from $1,000^{\circ}$ to $1,100^{\circ}$, or at least sufficient to melt pure zinc, back of the tuyeres, in from four to five seconds. The consequence is that the consumption of fuel has been reduced to a ton of coke to the ton of iron, and there has been a gain of 2 per cent. in the yield of the ore, which latter phenomenon is attributed to the use of the Player stoves for heating the blast. In this arrangement the gas is burned in a separate chamber, and only the resulting heat reaches the pipes. Thus all floculent matter is disposed of and the pipes require no cleaning, and their liability to injury is far less than when the flames come in contact with the pipes, subjecting them to the danger of being burned in spots. The pressure of blast is from $3\frac{1}{2}$ to $4\frac{1}{2}$ pounds to the inch, and six tuyeres of $3\frac{1}{2}$ inches diameter usually serve to convey it to the furnace. At the Norton works, where there is a furnace 85 feet high by 25 feet boshes, there were four stoves, containing 60 pipes weighing 126 tons, which heated the blast from a blowing cylinder of 7 feet by 7 feet, making 13 revolutions per minute. The general rule for blast is that there shall be 1,200 square feet of heating surface for each 1,000 cubic feet per minute.

The effect of this change in the size of the furnace and the heat of the blast in the Norton furnace above referred to was to give a weekly product of 365 tons. All these furnaces have the cup and cone arrangement at the tunnel-head, and the gas is drawn off into a great iron flue forming a kind of cornice or moulding around the top of the furnace, but covered with brick so as to avoid radiation. A proper outlet for the gas is indispensable for the larger product and economical results which have been described. The pipe for conducting the gas to the ground must not be less than 7 feet in diameter, and is lined on the inside with brick.

All the ore of the Cleveland region is calcined in vertical kilns, varying from 24 to 35 feet in height and from 4,500 to 8,000 cubic feet capacity, charged with ore and fine coal in layers, and consuming about one ton of coal to 24 tons of ore. This calcining might be far better done by the Westman furnace, but unhappily the supply of gas from the blast furnace is not more than sufficient to heat the boiler and stoves. All the usual modes of elevating material to the top of the furnace are to be found in this region, but the pneumatic lift more recently introduced merits attention, as working in a very satisfactory manner. It consists of a cast-iron cylinder of the height of the furnace, made in sections bored out and bolted together, so as to provide a chamber 36 inches in diameter, in which the piston fits loosely, and weighs about half a ton more than the platform and empty barrows. Leather packing is used to render it air-tight. The platform surrounds the cylinder, and is put in motion by the movement of the piston, with which it is connected by wire ropes passing over four eight-foot pulleys at the top of the cylinders. Four barrows of material are raised

at a time, weighing from one to two tons, and the upward and downward motion is communicated by the alternate exhaustion and compression of air beneath the piston to the amount of from one to three pounds per square inch, according to the load. A pressure of one pound to the square inch is required to lower the empty barrows. For the calcining kilns, a similar arrangement, but of greater power, is employed.

The early introduction of the high furnaces into the United States would seem to be inevitable, provided the fuel is strong enough to resist the pressure which is involved. Our magnetic, carbonaceous, fossiliferous, and red hematite ores, except in a few instances, are remarkably well adapted to these furnaces, and if it should be found that our admirable anthracite will not decrepitate when subjected to the incidental pressure, it is not hazarding much to predict that the consumption of fuel can be readily reduced to a ton for each ton of iron made.

An analysis of the coke used is subjoined, as a guide to those who employ that fuel :

Carbon.....	91.42
Volatile hydro-carbons.....	0.64
Sulphur.....	1
Ash.....	6.66
Moisture.....	0.28

Among the other curiosities connected with the Cleveland iron, is an analysis of the dust which is deposited by the gas in its passage from the furnace through the stoves and under the boilers.

Protoxide of iron.....	14.22
Oxide of zinc.....	10.48
Sulphide of zinc.....	13.70
Alumina.....	8.20
Lime.....	12.32
Magnesia.....	5.03
Chloride of silicon.....	4.74
Ammonia.....	0.70
Thalium.....	trace.
Sulphuric acid.....	3.18
Free sulphur.....	0.17
Silica.....	22.60
Carbonaceous matter.....	4.50

Total.....	99.84
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So large a proportion of zinc from an ore which contains no zinc is a phenomenon not unobserved at other places, but has as yet received no satisfactory explanation.

The Player stove was the subject of commendation in the Cleveland region, and appeared to be as satisfactory a mode of heating the blast as any in use. But it is proper to say that an equally high temperature can be procured in other ways. Its introduction into the United States will certainly effect a large saving of fuel, but the effect upon the quality of the iron must in a great measure depend upon the character of the ores employed. Its combination, however, with the high furnaces certainly affords one of the most interesting and instructive lessons in recent metallurgic improvements.

In Scotland, where for so long a time the yield of blast furnaces was in advance of all other regions, no progress seems to have been made, the furnaces rarely exceeding 200 tons per week. An attempt has indeed been made at Gartsherrie to increase this amount by the erection of two furnaces 60 feet in

height, but the consumption of fuel has not been reduced, and the yield of the furnace in iron not materially increased.

This is noted here in order to suggest caution in our own progress toward higher furnaces, because the increase in the height of the furnace at Gartsherrie appears to have increased the quantity of solid matter which falls down into the hearth and very much adds to the labor of working the furnace. It has been suggested that a modification in the shape of the furnace might relieve this difficulty, and some new furnaces erected by Mr. D. Adamson in North Lincolnshire are cited as an example of the advantages of bringing down the lines of the furnace almost parallel to a very low point, and then drawing them in quickly towards the hearth. But in the absence of a larger experience it would be unsafe to recommend any other course but extreme caution in departing from successful practice.

Passing from blast furnaces to rolling mills, the most striking change presented in the new works is the simplicity of the machinery, its large dimensions and their arrangements for dispensing with labor in the handling of the material. Reversing mills are generally employed in Great Britain in preference to three-high rolls, but in France it is to be noted that at Anzin, in Isère, three-high trains have been in use for rolling girders since June, 1849. There is also a three-high plate mill at Le Creusot, and the principle of three-high mills appears to be perfectly well understood in Europe, but the reversing mill is generally preferred. Direct acting engines, that is, engines without intermediate gearing, are generally preferred, but at Crewe in the plate mill the fly wheel was dispensed with; a pair of engines similar to a locomotive engine were used, running at a high speed and geared down so as to give the proper number of revolutions to the train. At Ebbw Vale there is an engine driving a small train running 250 revolutions per minute. In both these cases the result was entirely satisfactory to the managers. Another striking feature in the rolling mills and in some of the larger steel works was the adoption of the hydraulic crane for moving the masses of metal, and where the hydraulic crane was not used the steam crane often supplied its place. The ratio between human labor and the quantity of material handled has thus been greatly reduced, and apparently brought to a minimum, and in the United States, where labor is so dear, the introduction of hydraulic machinery as a substitute for human muscles is an imperative necessity.

The arrangements necessary for this purpose are not complicated although somewhat expensive. Where an adequate pressure of water, say 300 pounds to the square inch, can be procured, from an adjacent height, as at the admirable works of Naylor, Vickers & Co., in Sheffield, the expense is lessened, but in other places it is only necessary to erect an accumulator and supply the pressure by artificial means; and even the accumulator may be dispensed with by the use of the duplex steam pumps generally employed in America. The steel-rail mill of John Brown & Co., at Sheffield, and the new steel works of Naylor, Vickers & Co., at Sheffield, are admirable examples of the perfection to which this hydraulic system has been carried; and taken as a whole I regard the latter establishment as the best specimen of mechanical engineering at present in existence.

Attention should also be directed to a tool for slotting the ends of rails, so that they may be all of exact length, which is indispensable in order to secure a perfect railway joint. The cost of this operation is about two pence per rail, and the machine is not expensive. Another machine for cutting rails cold, at John Brown & Co's., was worthy of observation. It was a circular saw 16 inches in diameter and $\frac{1}{4}$ of an inch thick, making 20 revolutions per minute and cutting 6 steel rails per hour. Another feature admirable for the order and cleanliness of the mill was the cemetery for rolls not in use, which were all

buried in special tombs prepared for their reception under the iron floor of the mill, whence they were easily removed by cranes.

Among the names of those who give dignity to the grand prize of the Exposition stands that of C. W. Siemens for his gas regenerative heating furnace; and although this invention has been long enough in use thus to command the homage of the scientific world, it is only within a few months that it has been introduced for the first time into an iron works in the United States. Its practical success is, however, undeniable, and for the reheating of steel, whether made by the crucible or the Bessemer process, or for the heating of iron, where a clean incandescent heat is required, or for any of those operations in which wrought iron is required to be kept in a melted condition, its necessity is unquestionable. Its merits, however, are not limited by these results, for which it was originally designed, but enable hitherto useless or nearly worthless forms of fuel to be employed with entire success. At Crewe, where coal alone is used for reheating, five hundred-weight suffices to do the work of ton under the old plan, and at the time of my visit they were using half saw-dust, saving thereby one-fifth of the coal, that is to say, two and a half hundred-weight of saw-dust was found to be equal to one hundred-weight of coal. At the wire works of Richard Johnson & Nephew, as we have already seen, the consumption of coal was reduced from about fifteen hundred-weight to eight hundred-weight per ton of billets heated, and the waste from $10\frac{1}{2}$ per cent. to 6.9 per cent. At Bolton the manager assured me that the results were equally satisfactory, although he considered it an open question whether, in cases where the waste heat was used for making steam, there would be much economy of fuel by the use of the Siemens' furnace, but he had no doubt whatever as to the saving in waste and the increase of product from the furnaces. Aside from the question of the quality of the iron produced, the Siemens' furnace in the United States will be found of most value where coal is dear, and, above all, at works driven by water power and the surplus heat now allowed to go to waste. The application of the Siemens' furnace to puddling is quite recent. I saw it in operation at Le Creusot, in France, and at Bolton, in England. At the former place the coal, which is an impure kind of anthracite, had required some modifications to be made in the generator, so that the advantages could not be estimated, but at Bolton the furnace worked so much more rapidly than the old furnace that it was necessary to put on three shifts of hands per day, and no difficulty of any kind was found in the operation of the furnace. I regard it, therefore, as one of the most important improvements to be introduced into American iron works at the earliest possible day.

The success of Siemens has given rise to many attempts to improve the ordinary puddling furnace, and at Bolton I found in operation the Wilson furnace, which differs from the common furnace in having the coal fed in from a hopper over the fuel chamber on to an inclined grate, and with a bridge which causes all the smoke to be consumed before reaching the stack. Although this furnace has been tried previously at other places and abandoned, yet at Bolton it appears to be working well. The consumption of coal was less than a ton to the ton of iron, the number of heats in twelve hours was increased from six to seven, and the waste of the iron was stated to be decidedly less. In case subsequent experience should confirm the promise of the experiment as I saw it, it would seem that in works where the waste heat is required for raising steam, the Wilson furnace could be introduced with more advantage than the Siemens' furnace for puddling.

In the Exposition among the articles exhibited by the Dowlais works was a puddle ball of unusual dimensions, made in the mechanical puddling machine constructed by Mr. Menelaus, the able and experienced manager of this extensive establishment. A visit to the works proved that no expense had been spared in order to substitute puddling by machinery for the work by hand. A

building and engine had been put up expressly for the purpose, and four massive machines erected, capable each of heating a quantity of iron sufficient to produce a ball of six hundred-weight. The puddling vessel is of a shape that would be produced by revolving the bottom of a puddling furnace, and is caused to turn on a horizontal axis resting on firm bearings. The vessel is first charged with iron, either cold or melted, and then lifted by a steam crane and placed on its proper bearings, and as soon as the metal is melted, thrown into gear and caused to revolve. It was expected that the puddling operation would be accomplished by the simple revolution of this vessel, supplied with the products of combustion from a furnace placed at one end. When the heat was completed, the vessel was lifted from its bearings by the crane, the bridge end turned down, and the ball dropped out upon a carriage ready to be taken to the hammer. There were of course many other details, which it is unnecessary here to describe, as the results achieved were not such as to encourage imitation. The first difficulty was found in procuring a lining material which would withstand the chemical action of the metal and cinder, and the mechanical action of the iron from the time it came to nature until it was balled up. Ganister was tried and failed, because the iron produced was invariably cold-short. Titanic ore from Norway was found to stand nearly as well as the ganister, and the iron produced was less cold-short, but with neither could a satisfactory iron be produced. Iron linings failed, because the iron under treatment adhered to the sides of the vessels; and Mr. Menelaus makes this important statement, that it is next to impossible to prevent puddled iron from adhering to the *clean* surface of an iron lining heated to the temperature necessary for puddling. It was also found that artificial blast was necessary, but notwithstanding over 600 tons of iron were made in these vessels, and the highest order of mechanical talent brought to bear upon the process, neither the lining could be made to stand nor the iron brought up to a merchantable quality. The problem of mechanical puddling, therefore, still remains unsolved, but the manual labor of the puddler can undoubtedly be considerably diminished by the use of puddling tools or rabbles, moved backwards and forwards around the furnace by a series of levers put in motion by steam or other power. At the Northfield iron works, near Sheffield, such machinery, invented by John Griffiths, was in operation on a single double puddling furnace, in which ten hundred-weight of pig was charged and six heats were made daily by one puddler, and two boys helping him. It was claimed that 2,400 pounds of puddled iron was being produced with sixteen and a half hundred weight of coal, and there certainly was a saving of one skilled workman. And yet it was stated that where these machines had been put into the works, and left to the option of the puddler to be used or not, and the same price per ton paid for the result, the puddlers had declined to use them. But whether because they were really found to be of no service, or because they feared their use would bring down the rate of wages, it is impossible to say.

So far as my judgment goes, I think they could be introduced with great advantage to both masters and men.

At Le Creusot, in puddling white pig iron for rails, they make eleven heats per turn, or two and a half tons, in a furnace with one puddler and two helpers, which is a larger yield than I have any knowledge of elsewhere, but it is certainly not due to any peculiarity in the furnace.

Player, the inventor of the hot-air stove, has also taken out a patent for what he terms a blooming process, by which the entire heat is removed from the puddling furnace in one mass, and carried to the hammer on a suitable carriage, thus saving the expense of separating the heat into small balls. Trials are now being made with this process, but it is yet too early to give any positive opinion as to the result.

Of the value of another improvement, however, made by John Beard, there can be no doubt. This invention consists in placing the grate-bars of the pud-

dling furnace upon two axles, at the front and back of the fire chamber. To these axles a vibrating or rocking motion is given by means of levers, the effect of which is to raise the grate-bars alternately at opposite ends, so that each grate-bar vibrates up and down in an opposite direction to its adjacent grate-bar. The value of this improvement consists in the facility with which the grates are cleaned and freed from all clinker without breaking up the fire. It was already introduced into the Blaenavon works, in South Wales, and those of John Brown & Co., at Sheffield, where it was stated to give an additional heat from the furnace per turn, and to make a considerable saving in coal.

The manufacture of puddled wire-rods is a very extensive business in Great Britain, but no one has succeeded in naturalizing it upon American soil. With the best grades of charcoal iron it is indeed possible to make good puddled wire rods in the United States, but at a cost too high to compete with the foreign article, in the production of which no charcoal is employed. I visited the works of J. C. Hill & Co., near Newport, in South Wales, and those of Richard Johnson & Nephew, at Manchester. In both these works, a mixture of several brands of coke iron is employed, costing on the average about £4 per ton. Single puddling furnaces alone are used, the charge of iron is $4\frac{1}{2}$ cwt., and the yield from $3\frac{1}{4}$ to $3\frac{1}{2}$ cwt., made up into five balls, and showing a waste much larger than usual. These balls are hammered under a five-ton helve, to a bloom 4 inches square, and this bloom is taken hot to a balling furnace, where it is heated and rolled down to the ordinary $1\frac{1}{8}$ -inch billet for wire. The greatest possible care is taken at all stages of the operation, but the result of my observation is, that the puddling furnace is the stage in which the iron receives its proper preparation for a wire rod, and I think I may say that as a general rule, when high grades of iron are to be produced, I remarked a higher standard for the puddled bar than I have been accustomed to see in the United States. The practice of puddling for grain instead of fibre is more general, and I think I cannot be mistaken in saying that the puddle balls are far more thoroughly cleaned of cinder when puddled for grain. At Blaenavon and at Le Creusot, at which works very superior iron is made, the grain of the puddled iron resembled puddled steel more than iron, and it seems probable that we shall hardly attain to the same regularity of product in America until the same careful attention is paid to the puddling process.

The propriety of rerolling old rails seems to be involved in as much doubt in England as in the United States. The general practice, however, is to sell the old rails and purchase new ones, but at Crewe the London and Northwestern Railroad Company, and at Swindon the Great Western Railroad Company have mills for reworking their old rails. There was a concurrence of opinion in both establishments that new iron should be used in the head, and at both the steel-headed rail with old rails in the base was looked upon with favor. At Swindon I saw a beautiful steel-headed rail which had been made by balling up cast-steel turnings in a common balling furnace and placing the resulting bar on top of a rail pile. The fracture was admirable and the weld appeared to be perfect. There seemed also to be a general agreement that the top slab of a rail pile should not be less than $1\frac{1}{2}$ inch in thickness, and 2 inches is preferred. At Blaenavon puddled steel is used for heads with very satisfactory results, but care is taken that the layer of steel on the finished rail shall not be less than $\frac{5}{8}$ inch thick.

PROCESSES FOR THE MANUFACTURE OF STEEL.

By common consent it seems to be agreed that the most striking feature of the industry of the present day is the marked advance in the manufacture of steel and its progressive substitution for iron in all cases where strength must be combined with lightness. Notice has already been taken of the enormous

masses of steel in the Exposition, but it was only by observing the infinite variety of forms and purposes to which it was applied, that the intelligent observer was compelled to admit the transition which is taking place from the age of iron to the age of steel. Another conclusion could not fail to be reached from a careful study of the products and processes represented in the Exposition, viz: that good steel can only be made from good material, no matter what process is employed. For the best steel the crucible process still maintains the first rank, and although the Exposition contains some beautiful specimens of material made by other processes, yet it was quite evident that no plan has yet been made sufficiently practical to infringe upon the domain of crucible steel for the more difficult and higher uses for which this metal is required. The process of making crucible steel is too well known at this day to require description at my hands, but like all other branches of the metal business it has of late undergone an immense extension in the size of the works and of the products.

At the establishment of Thomas Firth & Sons, in Sheffield, the old system of making steel is maintained in its integrity, and of a quality unsurpassed by any other maker. And yet here I saw a 12-ton ingot cast for the tube of a Woolwich gun, poured from crucibles containing each about 50 pounds. In order to make a solid ingot it is indispensable that the metal should be poured continuously into the mould at a high temperature, inasmuch as any delay in discharging the crucibles would be fatal to the quality. The difficulty of preparing this quantity of metal in such small instalments so as to reach the mould in due season, and of organizing the gangs of men necessary for its transfer, will easily be appreciated by those who are familiar with the magnitude of the task. The only evidence in these works, besides the masses of steel, of the new era upon which the business has entered, was to be found in the enormous steam hammers, furnaces and cranes, which had been rendered necessary in order to fabricate ingots of such massive character. So admirable were these arrangements that there seemed to be no greater difficulty in dealing with these heavy masses of steel than with the smallest ingot on the premises. Here the fabrication of cast-steel locomotive tires had just been undertaken, with every possible facility for its successful operation. A cylindrical ingot is first made sufficiently large for six or eight tires; this ingot is then cut in a lathe into sections each of the shape of a cheese, sufficiently large for a single tire. The steel cheeses thus produced are heated and thoroughly hammered under an immense steam hammer, and after being reduced in all directions by this process, are again heated and punched with a conical-pointed punch under another steam hammer. The ring thus produced is enlarged by successive heatings and hammerings until it reaches the size suitable for the tyre rolling-mill, where, after being again heated, it is rapidly finished, producing a ring without weld or joint. Inasmuch as the relative value of tyres made by the crucible process and the Bessemer process is still a subject of discussion, I took special pains to compare the toughness of the crucible steel, as shown in the clippings of the fin on the finished tyre, with the same clippings from the Bessemer tyres, and no doubt was left in my mind as to the superiority of the crucible material; but I do not wish to be understood as saying that the Bessemer material is not good enough for the purpose, and, in view of the relative price, more economical in use, Firth's tyres being sold at £45 per ton, and the Bessemer as low as £28. The mode of making crucible tyres at the works of Naylor, Vickers & Co., was somewhat different, and appeared to be less expensive; and here one could not fail to be struck with the admirable adaptation of mechanical means to the objects in view, and with the very complete arrangements for the production of large masses of crucible steel. Here again was presented the perpetually recurring question as to the relative value of Bessemer steel for special purposes, such as crank shafts and locomotive crank axles, which are produced at these works in large quantities and from cru-

cible steel. Of the value of the latter no doubt seems to be entertained, and the makers of the former insist that their work is equally reliable at a far less cost; but I must again acknowledge that I saw no Bessemer steel in England of equal toughness with the product of the best makers of crucible steel. In the Exposition, on the other hand, there were specimens of Bessemer steel from Sweden and from Austria which appeared to be fully equal in quality to any crucible steel, and these may be the precursors of the coming day when crucible steel will be a thing of the past, but that day has not yet arrived. The past year may be said also to have decided the substitution of cast steel for iron in guns of small calibres. The peculiar excellence of the Marshall iron is still admitted, but it cannot be denied that cast steel is freer from "greys" or specks, and in point of tenacity quite as reliable. When steel is employed for this purpose the barrel is not welded, but is generally bored after being forged to the proper length.

The Chassepot rifles are all being made in this way, but another method, known as that of Deakin & Johnson, is being introduced, with considerable probability of its general adoption. In this process the ingots, after being hammered to about five inches in diameter, are cut into pieces of suitable weight for a gun barrel, and punched in the same manner as has been described for the punching of tires. The blanks so punched are heated and hammered, and then rolled over a mandril into a cylindrical tube about a foot in length, which is again heated and rolled over a mandril into a gun barrel. This process forms the subject of a patent, although it is difficult to find anything in the process which is novel, except, possibly, in its limitation to gun barrels. It is applicable, however, either to cast steel or to Bessemer steel, the latter being generally employed.

The Bessemer process is, of course, the great feature of our day in this department; and in order that it might be treated in such detail as its importance demands, it was deemed by the committee best to make it the subject of a special report, and this duty was confided to Mr. Fred. J. Slade, an American mechanical engineer, who had already devoted several months to its careful study, in the interest of the American patentee. His report is hereto annexed, and will be found fully to justify the confidence of the committee in intrusting him with this important duty. I have verified the accuracy of his statements by extended personal examination, and it is only necessary for me to add one or two general conclusions at which I have arrived. The first is that the Bessemer process will not, as Mr. Bessemer originally supposed, supersede the puddling process, which appears to be, as yet, the only method applicable to the conversion of by far the larger portion of the pig iron made into wrought iron; because by far the larger portion of the pig iron made is of a quality not good enough for the Bessemer process, which, in the absence of sulphur and phosphorus, is absolutely exacting. It is true that an antidote may yet be found for these two poisons, in which case the area of the Bessemer process would be enormously extended. But even then there would be a limitation to its general use (and this is my second conclusion) arising from the uncertainty as to the quality of each particular cast, requiring a special test for each in every case where it is to be subjected to great strains. But even when this precaution is taken, it is found that in the manufacture of tyres and of gun barrels there is a very considerable percentage of failure from undiscovered flaws, which show themselves in the cracking of the ingot when subjected to the severe test of the steam punch. Hence, in my judgment, it is not safe to use Bessemer metal in any case involving the security of life or limb, unless, in the process of manufacture, it has been subjected to such tests as will certainly show all its defects.

I think it is safe to use it for tyres and for gun barrels that have been made by the punching process, but I should think it unwise to employ it for solid railway axles made in the ordinary way. If punched and made hollow, this objection would not apply, and doubtless it would not be difficult to devise a

method of making a solid axle from Bessemer steel that would be free from objection.

In view of the small amount of Bessemer steel as yet produced in the United States, we are struck in Europe with surprise at the enormous provision made for its supply; and it is quite evident that the business is overdone, and, contrary to all past experience, the inventor and the public at large seem to have profited by its introduction at the expense of the manufacturer.

As an adjunct to the Bessemer process, the Parry process must be mentioned, having for its object the conversion, in a cupola furnace, of wrought iron which had been freed from phosphorus and sulphur by the puddling process into pig iron adapted for the Bessemer process. For this method of operation extensive works were erected at Ebbw Vale, but they have been abandoned, and the patent has been purchased by Mr. Bessemer.

This process would have very considerable value if the metal could be tapped from the cupola in the form of steel instead of pig iron; but this does not appear to have been practicable, inasmuch as the product was a white pig iron, containing two per cent. of carbon. A charge of 22 hundred-weight was worked at a time, and required from 55 to 75 minutes for its treatment, which involved a waste of twelve per cent. It might possibly be used advantageously for the conversion of the ends of Bessemer rails into pig, in case they should ever become so cheap as to warrant the operation. It might also be used for melting down the metallic sponge, which can be made by cementation from our rich ores in America, but certainly without advantage in point of cost, unless the product should have qualities attainable in no other way. The production of steel from the cupola furnace is still a desideratum to be attained, but among the possibilities of the future.

A careful study of the Exposition showed but two other processes for making steel worthy of notice, and both French: the one patented by A. Berard and tried at the forges of Montataire; the other that of Emille and Pierre E. Martin, in operation at Sireuil. In both these systems cast steel is made in a reverberatory furnace. In Berard's process the conversion of the pig iron into steel is sought to be achieved by subjecting the melted metal alternately to a decarbonizing and recarbonizing flame, for which purpose it is necessary to employ blast. He uses a Siemens' furnace, and avails himself of the changes of current required in working the regenerators to effect the changes of flame. The furnace is divided by a bridge into two halves, and he thus operates upon two masses of iron at the same time, one of which is freshly charged, while the other contains material which is nearly decarbonized. Some specimens of Berard's steel were on exhibition, and although creditable in themselves, it was generally understood that he had not yet succeeded in making steel regularly for market. The Messrs. Martin, on the contrary, were not only making steel regularly at their own works at Sireuil, but the process is also in operation at two of the largest works in France—Le Creusot and Firminy, and is in process of erection at various other works in Europe, and arrangements have been made for its immediate introduction into the United States. In this process the pig iron is deprived of its carbon by the addition of pieces of wrought iron or steel either in the form of shingled puddle balls, or of scrap. The quantity, however, of wrought iron necessary to reduce the carbon to the required limits, is much less than would be inferred, from the consideration of the quantity contained in the pig, and does not in practice much exceed the quantity of pig itself. A charge of gray pig or of spreigeisen is melted in a Siemens' furnace, having a bed hollowed out to contain it, and is allowed to remain about half an hour after fusion to bring it to an intense white heat; portions of malleable iron previously brought to a bright red heat are then added in successive charges of about 200 pounds, at intervals of twenty minutes to a half hour, each charge being thoroughly melted before the next is added. After two or three such additions,

ebullition commences in the bath of metal, and continues till the carbon is wholly removed from the pig. The exact condition of the metal is ascertained from small proofs taken from the charge, after each addition of iron towards the end of the operation. These are run into a small ingot mould, and when cooled to the proper heat, hammered into a plate, about $\frac{5}{16}$ of an inch thick by 5 inches in diameter. When the decarbonization is completely effected these proofs will bend double cold, and show a fracture quite fibrous. A quantity of pig, generally of the same kind as was used for the preliminary charge, is then added in such proportion to the amount of iron in the furnace as to give the desired hardness to the steel, according to the use for which it is required. When this is melted the bath is well stirred to insure homogeneity in its substance, and a final proof taken, which is treated in the same manner as the others and gives reliable evidence as to the state of the metal before pouring. This enables the quality to be very exactly adjusted to the degree of hardness required. Should it be too soft, more pig is added, while if it is too hard, the mere waiting from a quarter to half an hour will materially soften the metal. Arguing from this fact, Messrs. Martin claim that under the influence of such a high temperature, the carbon is to some extent spontaneously disassociated from the iron, and attribute in a measure to this the fact that so small a proportion of wrought iron is required to effect the decarbonization of the pig. The coating of scale formed on the iron in the preliminary reheating which it undergoes before being charged into the furnace, also assists in the removal of the carbon. When the metal has been brought to the desired condition, it is tapped off at the rear of the furnace into ingot moulds placed on a railway car, and thus brought successively under the gutter.

A considerable number of specimens of steel made by this process were exhibited, ranging in hardness from a metal too hard to be touched by a tool to a true wrought iron, intended to be used in the manufacture of armor plates. At Messrs. Martins' works, at Sireuil, the process has been in regular operation during the past two years for the manufacture of gun-barrels, and some remarkable specimens of these were exhibited. Thus there was one that had been tested with very large charges of powder and a heavy weight of shot, which, by very palpable bulging just behind the balls, testified as to the softness and toughness of the metal. In another, which had been burst by a similarly severe charge, the metal had merely torn open for a certain length of the barrel, and the lips so formed were simply folded back 180°, without any sign of cracking. There were also shown specimens of tool-steel, of excellent fracture, castings of pieces of machinery, such as gears and framing, and a large tube for a cannon of extremely soft metal, or melted iron, as it is named.

The hardest variety of metal, called by the patentee "mixed metal," is considered suitable for castings which do not require to be worked by tools, but where great strength is required, such as hammer blocks and anvils, large gears, &c. By a subsequent process of annealing or discarbonization, carried on in a gas furnace, under the influence of an oxidizing flame, these castings may be softened so as to be quite malleable and easily worked, and they then retain the advantage of being free from blow-holes. This metal is produced by adding to a preliminary bath of say 1,600 pounds of pig 2,400 of wrought iron, and adding at the end 1,200 pounds of pig. For tool-steel, to a bath of 1,600 pounds of gray pig would be added 2,600 pounds of puddled steel from the same pig, and at the end of the operation 400 to 500 pounds of spreigeleisen. For homogeneous metal, the preliminary bath at Sireuil is 1,200 pounds of spreigeleisen, to which 2,000 pounds of soft iron, puddled to grain, from the same pig, is added, and at the end of the process 200 to 300 pounds of the same pig is charged, to give the requisite amount of carbon. The softest metal of all, which, however, has not as yet been made an article of regular manufacture is, made in the same way, with the exception that the final charge of manganifer-

ous pig is but 5 per cent. of the contents of the furnace. With certain kinds of grey charcoal pig this proportion rises, however, to 20 per cent., since under the influence of the high temperature they refine spontaneously with great rapidity.

Messrs. Martins' patents also cover the use of ore either with or in place of the wrought iron or steel used for removing the carbon from the pig, and when this is used the progress of the operation is much more rapid. It has the objection, however, that the slag formed attacks violently the bricks forming the sides of the furnace, and therefore requires frequent renewals.

This process has the great practical advantage that all the scrap arising in the manufacture of any product, such as the ends of bars, &c., is readily remitted in the furnace and immediately returned to the form of useful ingots.

The flame in the furnace is kept always slightly surcharged with gas; an effect which the use of the Siemens' furnace renders easy and certain, and by this means the waste of the metal is always moderate.

For the production of soft steel suitable for gun-barrels or for tyres, this metal already enjoys considerable reputation in Europe, and, indeed, were it not for its excellent quality, it would be impossible to sustain the manufacture at Sireuil, where there is neither iron nor coal, the latter being brought from England and the former from various parts of France.

The results here stated were verified by a personal residence of Mr. Slade during several weeks at the works at Sireuil, and the regular and commercial success of the process was in that way seen to be fully achieved.

It is not asserted that cast-steel can be made as cheaply by this process as by the Bessemer; but where a product of definite quality is to be produced day by day, without rejections to any considerable extent, the Martin process has a decided advantage over the Bessemer, and in comparison with the crucible steel is decidedly less expensive. Its chief drawback would seem to lie in the difficulty of keeping the furnace in order, and only the most refractory materials will withstand the high heat required for its operation. As much as five tons of steel have been produced by this process at a single heat, and there is no difficulty in combining the product of several furnaces where larger masses are desired, inasmuch as the temper of the heat in each furnace can be brought and maintained to exactly the same standard. It would seem also to present the best solution yet devised for the difficulty experienced by the accumulation of the ends of Bessemer steel rails, inasmuch as these can be used in lieu of the puddled iron required by the process. It is possible, also, to use old rails in the same manner, and, indeed, any old scrap, but the resulting quality of the steel will, to a great extent, depend upon the quality of the old iron so used.

A visit to the works of Messrs. F. F. Verdié & Co., at Firminy, showed, in confirmation of facts gathered from other sources, that the steel manufacture of France, instead of being in the advanced degree of perfection, often supposed in our country, has been but very moderately successful. These works were established for the manufacture of crucible steel and forgings on a rather large scale, but to-day the production of steel by this process has been entirely abandoned, and with the exception of some puddling, all the steel now made is by the Martin process, for which three furnaces are now in operation and others in course of erection. The same thing appears to be true at other works, and it is quite certain that no considerable amount of good cast steel is produced in France.

In order to enable a comparison to be instituted between a first-class Swedish iron and Bessemer steel, containing various degrees of carbon, I annex (Appendix C) the tabulated results of a series of experiments made by David Kirkaldy, at his well-known testing and experimenting works in London upon eleven bars of billet iron from the Degerfors iron works in Sweden, and twelve hammered bars of Fagersta Bessemer steel of various degrees of hardness, resulting from different percentages of carbon, which are indicated by the stamp on the bars; that is to say, 0.3 means three-tenths of one per cent. of carbon, 1.2 means one per cent. and two-tenths, and in like manner for intermediate stamps.

WORKS FOR THE PRODUCTION OF IRON AND STEEL.

The description of the large masses of steel and iron exhibited in the Exposition has led, incidentally, to an account of the magnitude of the iron works of Krupp. But this report would fail to give an adequate idea of the magnificent scale upon which the metallurgic industry of Europe is conducted at the present day, if reference should not be made to other establishments in other countries. In France the most extensive works are those of Le Creusot, near the centre of the empire, which is especially commended in the report of the jury of recompense for organizations which best develop a good understanding between masters and workmen, and secure the material, moral and intellectual welfare of the operatives.

In 1845 the product of Le Creusot was about 60,000 tons of coal and 4,000 tons of iron. At the present time the production is 250,000 tons of coal and 130,000 tons of cast iron and 110,000 tons of wrought iron. The works cover an area of 300 acres, of which more than 50 acres are buildings, in which mechanical operations are carried on. The coal is mined in the immediate vicinity, and the quantity of ore which the region now furnishes is stated to be 300,000 tons per annum, but my impression is that this includes a large quantity brought from Algiers and Elba. There are fifteen blast furnaces of large dimensions, fed by 160 coke ovens, and using the blast of seven blowing machines of 1,350 horse power, and ten other engines for other purposes. The forge contains 150 puddling furnaces, eighty-five heating furnaces, forty-one separate trains of rolls, thirty hammers, eighty-five steam engines of 6,500 horse power in the aggregate. This mill is all under one uniform roof, made of iron, and is about 1,400 feet in length, and is altogether in appearance and construction the most complete rolling mill in existence. And it is a remarkable evidence of the intelligence and courage of Messrs. Schneider & Co., the proprietors, that within the last few years they have deliberately abandoned their old works and machinery, and erected an entirely new establishment, in order to avail themselves of all the modern improvements in machinery and process. The machine shops require engines of 700 horse power for their operation, and contain twenty-six hammers and 650 working tools. The total number of workmen employed is 9,950, being by a remarkable coincidence the precise number of horse power represented by the steam engines in the works; that is to say, each man employs a machine power of one horse in addition to his own labor, showing the wonderful extension of human power which in our day has been realized out of the steam engine. Forty-five miles of railway, fifteen locomotives and 500 cars are required for the local operation of the works, and the enormous quantity of 1,400,000 tons of traffic is annually moved at the central depot of Le Creusot. All parts of the works are in communication by telegraphic wire. The total value of the productions is now about \$7,000,000 per annum in gold.

On the whole these works may be regarded as the best model offered by Europe for the study of the iron business as it is, and they are not only an honor to the proprietors, but one of the chief glories of France.

The works of Petin, Gaudet & Co. are distributed among several establishments, which in the aggregate employ 5,200 men and a steam power of 6,000 horses. The annual production is about 50,000 tons of iron and steel, of the value of \$7,000,000 in gold.

There are several other establishments in France which approach very nearly to these large proportions, and considering the disadvantages in point of fuel and ore under which the business is carried on, as compared with Belgium and England, the present development of the iron industry of France, amounting to an annual product of 1,200,000 tons of pig iron and about 800,000 tons of wrought iron, is one of the most striking features of the industrial progress of France during the present century.

In Belgium the iron industry has made remarkably rapid strides, the product of pig iron having advanced from 134,563 tons, in 1845, to 449,875 tons, in 1864, and there are many establishments in Belgium organized on a scale comparable to the best works in other countries. That of Cockerill at Seraing, in which the government is directly interested, produces 50,000 tons of pig iron, 26,000 tons of bars, and 5,000 tons of steel annually, consuming 80,000 tons of coke and 146,000 tons of ore, and mining 260,000 tons of coal.

In Prussia, the works of Krupp have already been referred to, and there are many other extensive establishments organized upon the best principles of modern construction.

The Phoenix works near Ruhrort, for example, produced during the last year over 50,000 tons of pig iron and 40,000 tons of wrought iron, with 11 blast furnaces and the corresponding number of puddling furnaces. The total production of iron ore in Prussia, for the year ending 1865, was over 1,700,000 tons, which represents a production of iron of about 770,000 tons. In England there are many works approaching in capacity to Le Creusot, among which may be enumerated the Dowlais and Ebbw Vale in South Wales, those of Bolckow, Vaughan & Co., in the Cleveland region, and of the Barrow Hematite Iron and Steel Company at Barrow-in-Furness, and of John Brown & Co., at Sheffield. A production of 2,000 tons per week is achieved in each of these vast establishments. Large towns are required to house the workmen and their families; hundreds of miles of rails and thousands of cars are appropriated to their special use. The human mind is lost in wonder at the combination of material and intellectual elements required for the organization and conduct of such gigantic operations, and standing in the presence of tools which seem formed to shape the universe, and of an artificial power which, in the aggregate, is too vast for any other estimate than by comparison with the force which moves the earth in its orbit, the triumph of man over matter is realized to an extent making it possible to comprehend in some degree the omnipotence of Deity himself.

One striking consequence of the vast size which has been given to particular works is their general transfer from individual ownership to that of stock companies; and although this transfer is not considered favorable to the economy of manufacture, the saving produced by production on so large a scale would seem to counterbalance the advantages in point of cost which are connected with individual ownership. Nor is this feature of association of ownership peculiar to any one country, but may be said to be the general rule in all. In England, owing probably to the business being overdone, none of these companies can be said to have achieved a pecuniary success, and the shares of all of them are at a considerable discount. This fact, producing profound dissatisfaction on the part of the owners, coupled with the feeling of restlessness and discontent with their wages among the workmen, has paved the way for the consideration and discussion of the problem, whether in these large establishments the true relations between capital and labor have been established, and in what way they may be placed upon a sounder basis, avoiding the ever recurring contention between masters and men, which culminates in strikes injurious alike to both classes. The question has already stepped beyond the limits of private discussion, and governmental commissions are now investigating both in France and in England the facts and the principles upon which the organization of labor rests at this day, the points in which there is a collision between it and capital, the wrongs, if any, upon either side; with a view to such legislation as may render the march of industry regular, and profitable to all concerned. In some establishments engaged in the mining of coal and other branches of industry, outside of the iron business, the system of co-operation, as it is termed, has been introduced, with manifest advantage. But in all these cases the business is a profitable one, and has never yet been subjected to the strain which will attack the system when it is forced to deal with losses instead of profits. The

general plan adopted in these co-operative establishments, such as Crossley's great carpet factory in England, is to reserve to the capital a fixed rate of interest, as high in some cases as 15 per cent. per annum; next to pay to the workmen a fixed rate of wages, being usually those which were in force at the time of the introduction of co-operation into the works, and to divide the surplus, if any, between capital and labor, on such terms as may be agreed upon, but usually in proportion to the amount of each employed during the year. There is a wide difference of opinion as to the practicability of introducing this system into the iron business, and there is a fear that it would not stand the trial to which it would be subjected in the long periods of depression to which the iron trade has hitherto been invariably subjected, and from which the co-operative system would not relieve it, because there would still be the same competition between the several co-operative associations, and the several nations, as now exists. Under the present system the capital is the first to lose its profits, and then comes the reduction in the wages of labor. Under the new system the reduction would fall first upon labor, or in strict equity there would be the same percentage of reduction upon the earnings of capital and labor. It is feared that the laborer would not look with content upon any reward to capital under such circumstances, and that the old warfare between the two would thus be renewed.

On the other hand, it is believed that by the obvious harmony thus established between the interests of capital and labor, the latter would be led to see that the co-operation of the former is indispensable for the payment of wages at all, and that any attack upon capital or any diminution of its quantity would be a direct attack upon labor, by depriving it of the fund out of which it is paid, and that the conservation of capital would thus become so apparent as the highest interest of the laboring class that strikes would cease, and even in bad times, from the steady employment thus insured, the labor would be better paid than under the present intermittent system. It is urged, moreover, that the personal interest thus excited in the workman would lead to greater economy in the manufacture, and bring down all waste to the minimum, and that it would be possible to establish such intelligent relations among the owners and workmen of the several co-operative establishments, that over-production would be checked by common consent, in time to prevent the serious losses to which it now subjects the industry of the world. It is quite certain that this latter end is achieved in an imperfect degree even in present practice. In Scotland the number of furnaces in blast during the present year has been very considerably reduced, with a corresponding reduction in the enormous stock of iron which had weighed down the prices below the cost of production. In France, by a resolution of the Ironmasters' Association, a reduction of six per cent. was inaugurated in the early part of the present year, and there is a general recognition of the necessity and wisdom of this course in times of over-production among the iron-masters of Europe. And it is impossible to see that there would be less discretion exercised, or a less prompt remedy applied, if the workmen had such a direct relation to the business as to enable them to feel that it would be better to work less days at the old rate of wages, than more days at a reduced rate, producing precisely the same pecuniary result.

No intelligent observer can fail to remark the universal cry which comes up from the laboring classes in all parts of Europe for the reorganization of the relations of capital and labor. In England it has shown itself in strikes long continued, and in all branches of business reducing the workmen to beggary, and destroying the profits of capital to such an extent that, in a spirit of self-preservation, it takes flight where it can from the walks of industry, and remains unemployed rather than incur the risks and the anxiety of its uses in active business. In France, where, as will be hereafter seen, the organization of a strike is full of difficulties, the same longing manifests itself,

not merely in the organization of minor co-operative associations for the supply of the necessaries of life, the erection of houses, and the production of goods, but in a literature which seeks to analyze the social phases of industrial life and develop some better system for its reorganization. In the course of this almost microscopic examination of the social relations, property has been pronounced to be robbery, communism has been advocated as the remedy for all the social evils, and the autonomy of the individual lost sight of in the attempt to promote the welfare of mankind.

In Germany, on the other hand, under the practical guidance of Schultze Delitch, there have been established, up to the year 1865, one hundred and eighty associations, with about ten thousand members, for the supply at wholesale prices of the raw material required by the members of the association in their several trades. These associations consist principally of shoemakers, carpenters, and tailors, and their business amounts to about two million thalers* annually. There were fifty "magazine" unions, comprising about one thousand members, and doing a business of about five hundred thousand thalers annually, having for their object the sale of goods produced by the members of the association in a common store. There were also twenty-six co-operative associations for the production and sale of finished wares on common account, some of which appear to have been successful, while others have failed to realize the expectation of the members; and as this is the only feature of the Schultze Delitch system which has not proved successful, it is well to note that all the associations were organized independently of any existing business or capital employed in its conduct. They proceed upon the basis of disassociation from capital, as such, in the management of the business, and although the founder still expects to achieve successful results with associations formed on this basis, it would seem to be too wide a departure from the experience of mankind in all times to dispense with the watchfulness and patient scrutiny with which capital guards itself from destruction. Of co-operative stores there were, in 1865, one hundred and fifty-seven. These are said to have been of slow growth at first, but are now rapidly extending. But the great success of Schultze Delitch has been in the organization of his credit and loan associations, of which, in 1865, there were thirteen hundred in existence, with more than three hundred thousand members. These "credit banks," as they are commonly called, are formed by the workmen themselves, who are supposed to be without any capital of their own. The capital of the bank is procured by the subscriptions of the members, payable in instalments, and by loans contracted on the credit of the association. Of course the share capital can only be slowly accumulated, but experience has shown that loans made to the association are quite safe, because each member is absolutely liable for all the debts, and the funds of the bank are only loaned to its own members, within limits restricted by the nature of the business to be carried on by the borrower, and after a rigid scrutiny of his character. The cardinal rule in the conduct of these banks is to take the minimum of risk and the maximum of responsibility. This report is not the proper place to enter into the history and details of management in these credit banks, but in order to show the progress of the co-operative movement in Europe, I append a brief statement of the business of 498 of these banks, whose statistics happen to be accessible. These banks had 169,595 members, and the total amount of money advanced to them during the year 1865 was 67,569,903 thalers, or, in round numbers, \$50,000,000 in gold. The total income of these banks, mostly, of course, in interest paid by borrowers, was 1,401,896 thalers, of which 699,558 thalers was paid for interest by the banks on money which they had borrowed, and 316,403 thalers was absorbed by the expenses of management. The total losses were 20,566 thalers, and the net profits were 371,735 thalers. The

*Each about seventy-five cents in gold.

share capital accumulated by these banks amounted to 4,442,879 thalers, the borrowed capital amounted to 11,154,579 thalers, and the savings deposits of the members amounted to 6,502,179 thalers, and a reserve fund of 409,679 thalers had been accumulated to meet losses. When it is remembered that these banks were started by workmen without any capital, and it is observed that the accumulations of capital, deposits, and reserve funds, exceed 11,000,000 thalers, or \$8,000,000 in gold, the beneficent operation of the principle upon which they are founded will be appreciated, and some conception may be formed of the wonderful economy which will be introduced into the industry of the world when it becomes the interest of each man not only to produce the best possible result from his own labor, but to see that his fellow-workman does the same thing. In such a reorganization of industry the eye of the owner will be literally everywhere, and the loss either of time or of material will become almost impossible. This topic of co-operation is introduced here because in the Exposition there were constant evidences not merely of its importance, but of its becoming the leading social question of our day and generation. A special prize was constituted in favor "of persons, establishments, or localities which, by an organization of special institutions, have developed a spirit of good feeling between those who co-operate together in the same labors and have secured the material, moral, and intellectual welfare of the workmen." Although Schultze Delitch was not an exhibitor, and no application for this prize was made on his behalf, and the special jury who had this order of recompense in charge lost the great opportunity of making themselves illustrious by voluntarily recognizing the greatest benefactor of the human race in our day, the labors of Schultze Delitch and the success which has attended his system, based as it is upon a profound knowledge of human nature, and the laws of social science, will survive the memory of the Exposition, and erect this monument in the reorganized structure of modern society.

In the United States, strange to say, we lack the legislation, either national or State, which makes it possible to introduce the co-operative system in any of the forms which the experience of Europe has shown to be practicable. In most of the States it is true that there are general laws of incorporation, but these do not meet the case in which a proprietor wishes to divide the profits with his workmen without making them partners, or giving them a voice in the management of the business. It is a subject which demands immediate attention, if it is expected to prosecute the iron business, or any other branch of industry, without the perpetual recurrence of strikes; and in order that the experience of older nations may be availed of, I have added to this report in an appendix (D) a transcript of the Prussian, French and English laws on this subject.

PRODUCTION OF IRON.

Originally the geographical position of the ore, and the natural avenues of transportation, determined the establishment of iron works, when the fuel employed was wood, which was to be found everywhere. But the demands of modern civilization soon outran the narrow bounds imposed by the supply of charcoal, and in our day, the controlling element in the production of iron is the possession of mineral coal. And, throwing out of consideration the moderate quantity of iron still produced by charcoal, the iron business in Europe is found to be developed substantially in proportion to the quantity of coal possessed by the respective countries. A glance at the geological map of the world shows that within the limits of temperature favorable to active industry, the deposits of coal are widely distributed throughout Great Britain and the United States. In France there is but a limited area, and of irregular formation. In Belgium there is a larger coal field, but in veins of very moderate size. In Prussia, in the neighborhood of the Rhine, there is a small but valuable deposit of coal,

while in Russia there is a considerable carboniferous area, the ultimate value of which is not yet very well determined. The productive powers of these several coal fields are now pressed to limits approaching very nearly, if not quite to their ultimate capacity. In Great Britain the production in 1866 reached 101,630,500 tons; in France, between 11,000,000 and 12,000,000 tons; in Belgium more than 12,000,000 tons; and in Prussia, in 1865, 18,000,000 tons were produced. The statistics procured at the Exposition have enabled me to construct the following table of the production of iron in the world in 1866, and there is every reason to believe that the figures given are substantially correct, as estimates were resorted to in only one or two cases, and those based upon former official returns:

Countries.	Pig iron.	Wrought iron.
England	4,530,051	3,500,000
France	1,200,320	844,734
Belgium	500,000	400,000
Prussia	800,000	400,000
Austria	312,000	200,000
Sweden	226,676	148,292
Russia	408,000	350,000
Spain	75,000	50,000
Italy	30,000	20,000
Switzerland	15,000	10,000
Zollverein	250,000	200,000
United States	1,175,000	882,000
	9,322,047	7,005,026

Allowing for the production in barbarous countries, and something for the use of scrap iron, it may be stated in round numbers that the production, and consequently the consumption of the world has reached 9,500,000 tons of 2,240 pounds each, or 21,280 millions of pounds; so that if the population of the world has reached 1,000 millions, a consumption of a little over twenty pounds of iron per head. A careful calculation, after allowing for the iron exported, shows that the consumption per head in England is 189 pounds of iron. The consumption in Belgium has reached about the same limits. The consumption in France is $69\frac{1}{2}$ pounds per head, and in the United States not far from 100 pounds per head. If the industry of the whole world were as thoroughly developed as it is in Great Britain, the consumption of iron would reach nearly 90,000,000 tons per annum. If brought to the standard of the United States, a little less than 50,000,000 tons per annum would answer; or if to that of France, a little over 30,000,000 tons would be required; figures to be increased further by the steady increase of population in the world.

It will be interesting, therefore, to inquire into the sources of future supply possessed by the nations upon whom this great demand must come.

Sweden possesses exhaustless supplies of the very richest and best kinds of primitive ore, but she has no coal, and a heavy expense for transportation must be incurred in bringing coal and ore together, and, as a general rule, it is found more economical to transport the ore to the coal than the coal to the ore. The limits of the manufacture of iron by wood have long since been reached, and hence Sweden can only be looked to as a source of supply of ore to other countries possessing mineral fuel when their iron mines are too heavily drawn upon.

In Russia, also abounding in immeasurable supplies of ore, there is a possibility, but not much probability, that mineral coal may be developed to an extent sufficient for its own supply of iron. The production of charcoal iron is also capable of some, but not of indefinite extension.

The same remark applies to Austria and the states of the Zollverein. In Italy there is no coal, and hence its rich ores are in the same category as those in Sweden, only far less abundant. Algiers abounds in ore, which has to be transported to the coal. Spain is rich in ore, and has a carboniferous formation on its northern borders, but no attempts have been made to render it available for the production of iron. In France the present manufacture of iron is only maintained by the aid of the importation of coal to the extent of over 7,000,000 tons, and of 495,000 tons of iron ore in 1867.

In Belgium, the size of the coal-field, the vertical character of the veins, and their small thickness, render it impossible that there should be any very considerable extension of the business, at least if the supply is to endure for any protracted period. Already it is estimated that Belgium produces as much coal as France, two-thirds as much as Prussia, and one-eighth that of Great Britain, out of a coal-field only ninety-seven miles in length and twelve miles in breadth at its widest point, and in veins of from thirty inches to three feet thick. Belgium is already an importer of ore, and although it is quite evident that it will be the seat of a vigorous and possibly increasing metal industry for years to come, it has no resources adequate for serious competition in the supply of the greatly increased quantities which the world will yet require.

Prussia has a somewhat larger supply of coal than Belgium, and it is remarkably rich in quantity and quality of its iron ores, but it is scarcely possible that in the future she can do more than supply its own wants. Upon England, then, so far as Europe is concerned, still rests the great burden of supplying the world with iron, if the supply is to come from Europe at all. It has been seen that already nearly one-half the total consumption of the world comes from within her borders. In 1866 she was able to furnish 9,665,013 tons of iron ore, and only imported 56,689 tons.

A careful survey of the sources from which her ore is derived leads to the conclusion that in Wales the local supply is not adequate to the present consumption, and large quantities are transported thither from other parts of the kingdom. The natural limits of production have therefore been reached in Wales, although there will probably be a still further extension of the business in that region either with domestic or foreign ores, in consequence of the possession of enormous supplies of admirable coal available for the furnace without coking. The Staffordshire region, by common consent, has reached its culminating point; and a careful consideration of the local supply of carbonaceous ore in Scotland would seem to indicate that not much extension of the business is possible in that region, except at much higher prices than now prevail. The main reliance in Scotland has heretofore been upon its blackband iron ore, "and the development of its iron trade has been co-extensive with the exploration of that famous mineral, furnaces following everywhere in the wake of its discovery. The clay bands are in such small seams, and of such irregular character, that the business would soon languish and be greatly reduced if dependent upon them alone. The thickest and best seam of blackband, commonly called the 'airdrie,' is now substantially exhausted, and the reliance is on seams of no greater thickness than eight inches. Blackbands are notoriously irregular, and are not found uniform in thickness; for example, the Airdrie blackband occupies but a small portion of the space allotted to it in the Lanarkshire coal-field. A more notable example of caprice of blackband is to be found in the slaty band, which occurs occasionally in patches of irregular thickness, sometimes six inches and sometimes six feet in thickness; but there is always something to mark its position, either a coal or iron stone. Indeed, all the iron stones in all portions of the coal-field are erratic. They are persistent throughout in no field, yet it is a singular fact that we have in all the fields blackband iron stone." This extract from a paper of Ralph Moon, government mining inspector in Scotland, is made for the double purpose of showing how impossible it is that there should be any considerable in-

crease in the annual product of Scotch iron unless foreign ores are brought to utilize the unlimited supplies of admirable coal which exist in that country ; but with the further object of giving some information, which may be of use in the development of the blackband iron ore which have been recently discovered in Schuylkill county, in Pennsylvania, the value of which to the country can hardly be exaggerated, if it should prove to be in quantity and quality equal to its British prototype. An analysis of the best Scotch ore is here annexed—rather out of place, but too valuable as a guide to be dispensed with :

	Raw.	Roasted.
Protoxide of iron.....	49.82	27.10
Peroxide of iron.....		60.1
Lime.....	1.67	2.7
Magnesia.....	2.33	3.8
Alumina.....	1.52	2.4
Silica.....	2.40	3.9
Organic matter.....	7.60	
Moisture.....	0.32	
Carbonic acid.....	34.34	
	<hr/> 100.00	<hr/> 100.00
Iron, per cent.....	38.75	63.1
Specific gravity.....	2.857	

There still remains upon the east coast of England the great Cleveland region, and upon its west coast the Cumberland or red hematite region. The latter is now yielding about 1,400,000 tons of ore per annum, taken from beds of irregular shape and formation, in or adjacent to the limestone. There are certainly no signs of exhaustion yet apparent in this wonderful district, but all analogy leads us to doubt the permanency of these irregular beds, formed in pockets in the rocks, without any regular walls to indicate their continuity. Besides, the extremely good quality of this ore and the value of the iron which it produces will always restrict its use to those better purposes for which a high price is paid, and naturally withdraws those mines from any competition in the supply of the great mass of iron required by the world for ordinary purposes. Not so, however, with the Cleveland region, where the ores exist in beds of from eight feet to fifteen feet in thickness, in the lias or oolitic formation, extending over a tract of country forty miles in length and fifteen miles in width. This ore is lean and the quality of the iron inferior, but by the application of a high order of skill, a quality is produced sufficiently good for the ordinary purposes of commerce, and at a cost below that of any other locality in the world. The consequence has been that, since the erection of the first blast furnace in 1850, 125 furnaces have been erected, and fourteen more are now in process of erection ; twenty-seven rolling mills, and a large number of foundries and iron ship-building yards are in operation, and cities have grown up with a rapidity and to a size that would strike even a western pioneer with surprise. The present production exceeds a million of tons per annum, and it is difficult indeed to assign any limits to its future growth. But there is one limitation which applies to the whole question of the production of British iron, and that is, her ability to supply coal on the scale of consumption already beyond 100,000,000 tons per annum. This question has received the serious attention of the British Association for the Advancement of Science, and Mr. Gladstone, by one of those happy ellipses characteristic of men of genius, has coupled the extinction of the national debt with the exhaustion of the supplies of fuel, evidently acting under the idea that an honest man ought to pay his debts while his capital lasts. It is presumed, however, that there is still margin enough for the addition of the "Alabama claims" to the sum total of indebtedness, without seriously interfering with the means of payment which the coal-fields afford.

So far as the production of iron is concerned, and so long, at least, as any human

being now in existence may have an interest in the question, I see no good reason to doubt why England should not maintain her position, as the source from which one-half the required amount will be obtained; but beyond this I do not think that she can or will go, from the intrinsic difficulties of producing the required supply of materials and labor, without an enormous increase of cost. There will, therefore, remain a very large deficiency, which must be supplied from some other source, and that source can only be the United States of America, for in no other quarter of the globe are the supplies of ore and coal sufficiently large, or so related to each other geographically as to admit of its production, not merely within reasonable limits of cost, but on any terms whatever.

The position of the coal measures of the United States suggests the idea of a gigantic bowl filled with treasure, the outer rim of which skirts along the Atlantic to the Gulf of Mexico, and thence returning by the plains which lie at the eastern base of the Rocky mountains, passes by the great lakes to the place of beginning, on the borders of Pennsylvania and New York. The rim of this basin is filled with exhaustless stores of iron ore of every variety, and of the best quality. In seeking the natural channels of water communication, whether on the north, east, south or west, the coal must cut this metalliferous rim, and, in its turn, the iron ores may be carried back to the coal, to be used in conjunction with the carboniferous ores, which are quite as abundant in the United States as they are in England, but hitherto have been left unwrought, in consequence of the cheaper rate of procuring the richer ores from the rim of the basin. Along the Atlantic slope, in the highland range from the borders of the Hudson river to the State of Georgia, a distance of one thousand miles, is found the great magnetic range, traversing seven entire States in its length and course. Parallel with this, in the great limestone valley which lies along the margin of the coal field, are the brown hematites, in such quantities at some points, especially in Virginia, Tennessee, and Alabama, as fairly to stagger the imagination. And, finally, in the coal basin is a stratum of red fossiliferous ore, beginning in comparatively thin seam in the State of New York, and terminating in the State of Alabama, in a bed of fifteen feet in thickness, over which the horseman may ride for more than one hundred miles. Beneath this bed, but still above water level, are to be found the coal seams, exposed upon mountain sides, whose flanks are covered with magnificent timber, available either for mining purposes or the manufacture of charcoal iron. Passing westward, in Arkansas and Missouri, is reached that wonderful range of red oxide of iron, which, in mountains rising hundreds of feet above the surface, or in beds beneath the soil, culminates at Lake Superior in deposits of ore which excite the wonder of all beholders; and returning thence to the Atlantic slope, in the Adirondacks of New York, is a vast undeveloped region, watered by rivers whose beds are of iron, and traversed by mountains whose foundations are laid upon the same material; while in and among the coal beds themselves are found scattered deposits of hematite and fossiliferous ores, which, by their proximity to the coal, have inaugurated the iron industry of our day. Upon these vast treasures the world may draw its supply for centuries to come, and with these the inquirer may rest contented, without further question, for all the coal of the rest of the world might be deposited within this iron rim, and its square miles would not occupy one quarter of the coal area of the United States.

With such vast possessions of raw material, we are naturally brought to the consideration of the elements which enter into the cost of producing iron in the United States, as compared with the other iron producing countries of the world. And first, the distinction must be drawn between the cost determined by the quantity of labor expended in the production of a ton of iron, and the cost in money as determined by the price paid for the labor. The former is the absolute and natural cost, and is the only just standard of comparison between nations, if national wealth is defined to be the amount of capital in existence, plus

the amount of labor available for production. The other is the artificial or accidental cost, of which, indeed, we may take advantage in our buying or selling, but forming no just standard of comparison in estimating the relative cost of production in different countries. There is a difference, familiar to all in the United States, between the cost of articles measured by gold or by currency, which makes it, for the time, easy to understand the difference in cost measured by money or by day's labor.

England, having the largest and most accessible stores of coal and iron ore, can produce a ton of iron with less labor than any other European nation; and hence it will be most profitable to institute the comparison of cost measured by labor, first, with Great Britain. In the Cleveland region, which is most favorably situated for the cheap production of iron, the cost of producing a ton of pig iron is about forty shillings, which, at the average rate of wages paid around the blast furnace, is equivalent to eleven days' labor—that is to say, the labor of eleven men for one day. It is possible that in one or two works this may be reduced to ten days, but in others it rises to twelve or thirteen. In the United States, the cheapest region for the manufacture of pig iron, as yet extensively developed, is on the Lehigh river, in the State of Pennsylvania, where, taking coal and ore at their actual cost of mining, pig iron is produced at an average cost of \$24 per ton, which represents, at the present rate of wages, the labor of about thirteen days. But when the iron business is established along the great valley which extends from Virginia to Alabama, the labor of bringing the coal and ore together will be considerably less than on the Lehigh river, and it is safe to say that there iron can be made in any required quantity, when the avenues of communication are sufficiently opened, with as little labor, to say the least, as it can be produced in the Cleveland region. In France, Belgium, and Prussia, each now requiring a larger expenditure of human labor to produce a ton of iron than is required in England, there are no such possibilities of reduction, because every year their ore is becoming more expensive, and the cost of mining coal will increase more rapidly than in England, in consequence of the size and character of the veins. Hence follows the deduction that, if France, Belgium, and Germany, are to compete with England in the open markets of the world, the competition can only be maintained by the payment to labor of a lower rate of wages; or, to state it in another form, the greater the natural advantages possessed by a country for the production of iron, the larger will be the rate of wages paid to the workman; and this is found to be verified by existing facts.

From the statement published by Schneider & Co., at Le Creusot, it appears that the average rate of wages paid in 1866 was as follows:

	Francs.
Ore miners	3. 33
Coal miners	3. 25
Blast furnaces	2. 95
Rolling mill	3. 83
Machine shops	3. 40
Miscellaneous	3. 03

And the average price paid for the whole of the ten thousand workmen employed at this great establishment was 3.45 francs per day.

Unfortunately the rates paid for the specific branches of work are not specified, but at the iron works at Sireuil this information has been procured in detail:

	Francs per day.
Common laborers	2. 50
Puddlers	8. 00
Puddlers' helpers	2. 50

	Francs per day.
Puddle rollers	5. 00
Shinglers	5. 00
Heaters	7. 00
Heaters' helpers	2. 50
Finishing rollers	6 to 7
Machinists	3 to 3.50
Blacksmiths .....	.....
Masons	5. 00

In South Staffordshire, in 1866, the following rates were paid, as shown by the official returns published by the government :

	Per day.
Common laborers	2s. 6d. to 3s. 0d.
Puddlers	7 6 to 7 10
Puddlers' helpers	2 6 to 2 11
Puddle rollers	9 0
Heaters	7 0
Heater helpers	3 6
Finishing rollers	11 0
Shinglers	9 0 to 15 0
Machinists	4 0 to 16 0
Blacksmiths	4 0 to 5 0
Masons	7 6 to 8 6

A comparison of these two tables will show that, for every franc paid in France, there is more than a shilling paid in England, and this corresponds with the general statement made by M. Schneider to me at Le Creusot. Assuming a little more than a shilling to the franc, 3s. 6d. per day would appear to be the average rate of wages paid in England for labor in iron works of all kinds, skilled and unskilled, and in no part of England does it exceed 4s.

In Belgium, according to Creed & Williams, in the coal mines the following wages are paid.

	Per day.
Common laborers	1s. 6d. to 2s. 6d.
Loaders of coal	2 6 to 2 11
Wood cutters	2 6 to 2 11
Wood or tree setters	3 1 to 5 0
Miners	2 11 to 4 2
Exceptional men	5 0 to 6 0

At the blast furnaces :

Fillers	1 1 to 2 1
Box fillers	1 4 to 1 8
Common laborers	1 5 to 1 8
Furnace keepers	2 1 to 2 11

In the rolling mill :

Puddlers	4 2 to 5 0
Helpers	2 3 to 3 1
Rollers	4 2 to 5 10
Helpers	3 4 to 4 2
Shearers	1 10 to 2 6
Common laborers	1 5 to 2 1

A comparison of these tables shows that the rate of wages is higher in Great Britain than in Belgium, and in France, being certainly in the order, and probably nearly in the ratio, of the natural advantages of these countries for the production of iron; and this view is confirmed by the selling price of iron in the respective

countries, at the present time, when it is admitted on all hands that there is no profit to the maker.

The price of merchant bar-iron, at the works—

In England, is	£6 10 per ton.
In France	8 0 (200 francs) per ton.
In Belgium	7 0 (175 francs) per ton.

The difference between the cost of French iron and Belgium and English, aside from cost of transportation, which is very light, is compensated by the import duty, which, on iron from England and Belgium, amounts to sixty francs per ton. Independently of this tariff, which admits of a considerable importation of iron into France, it would not be possible for the iron business to be continued on any considerable scale, for the reason, as will be seen, that the wages are already at the lowest possible point consistent with the maintenance of human life in a condition fit for labor; the average earnings of all the workmen, skilled and unskilled, employed in an iron work being at the rate of 3.45 francs per day, or about 66 cents per day in gold; the great mass, however, of common labor receiving less than 50 cents per day in gold. In order to estimate the purchasing power of this sum, it is necessary to give the prices of the principal articles required for the support of life, and for this purpose I have selected the department in which Le Creusot is situated, as the proper locality for comparison, with the rate of wages there paid:

Wheat bread	0.25 francs per lb., equal to 5 cents in gold.
Rye bread	0.20 francs per lb., equal to 4 cents in gold.
Beef	0.65 francs per lb., equal to 13 cents in gold.
Mutton	0.75 francs per lb., equal to 15 cents in gold.
Veal	0.75 francs per lb., equal to 15 cents in gold.
Pork	0.75 francs per lb., equal to 15 cents in gold.
Chickens	1.00 to 2.50 francs, equal to 20 to 50 cents in gold.
Geese	3.00 francs, equal to 60 cents in gold.
Ducks	1.50 to 2.00 francs, equal to 30 to 40 cents in gold.
Butter	1.00 francs per lb., equal to 20 cents in gold.
Dozen eggs	0.50 to 1.00 francs, equal to 10 to 20 cents in gold.
Potatoes	0.50 francs per decalitre, equal to 40 cents per bushel.
Ordinary wine	0.40 francs per litre, equal to 5 cents per pint.
Beer	0.25 francs per litre, equal to 3 cents per pint.

House rent is cheap; a small, ordinary, but comfortable house, with a garden, renting for \$16 per year in gold. Clothes are also cheap, costing not more than half the price of similar articles in the United States; but fuel is rather dearer on the average. It does not require any very extensive observation in order to verify the obvious conclusion deducible from the above figures, that the general condition of the working classes in France, from a material point of view at least, is simply deplorable. It requires the utmost economy on the part of a laboring man, and the united labor of his wife and his children, to keep his family in existence; and it is the accepted rule and practice for such a family to have meat but once a week; and any change in this condition of affairs, involving a change in the remuneration paid to the common laborer, would put it out of the power of the iron-masters of France to carry on their business, in competition with Belgium and England, in the absence of a higher tariff on imports. The existence of the iron business in France, therefore, as a national branch of industry, may be said to rest upon the elementary condition of giving meat once a week only to the great mass of laborers who are engaged in its production. In Belgium, substantially the same state of affairs prevails. In the despatch of Lord Howard de Walden, the British minister at Brussels, to Lord Stanley, dated February 11, 1867, on the subject of Belgian industry, he says: "The characteristics of the Belgian workmen are steadiness and perseverance,

combined with great intelligence in working after models; their habits are not so expensive as those of English artificers; their diet is more humble, they consume less meat, and their bread is seldom purely wheaten or white in quality; rye, and the cheaper quality of wheat called 'epeautre,' enter in great proportion into the composition of the loaf; beer and spirits are both lower in price than in England; they seldom use tea, and the chicory root constitutes a very economical and wholesome substitute for coffee. * * * * The system of schools for infants from two to seven years, and from seven to twelve years, is very general, and affords great facilities—the children being cared for—to both their parents to occupy themselves in daily service, and by combined industry to ameliorate the condition of their family. In all these respects, therefore, the necessities of life being the base of wages, the Belgian enjoys advantages over the British workman."

From our American point of view, these "advantages over the British workman" in dispensing with meat and tea, and in substituting chicory for coffee, and in appropriating the labor of both parents for a mere existence, are not so apparent. But we are naturally brought by it to consider the condition of the British laborer.

It has been seen that the natural advantages of Great Britain, in the possession of its vast stores of coal, afford a fund for the payment of better wages to the laborer in England than on the continent, and the British workman has not been slow to assert his rights to all he can get, and his physical condition is undoubtedly superior to that of his French and Belgian neighbors. If he is not better lodged, he is at least better fed, and in the iron works it is probable that the workmen generally get meat once a day. But, as a general rule, the labor of the women and children is required in order to eke out the subsistence of the family. In Wales women are extensively employed in the works, doing the labor for which a man would be required in America, and earning from ten pence to one shilling three pence per day, or rather less than half the wages that would be paid to a man for the same labor, which they perform equally well. In Staffordshire, and in the north of England, and in Scotland, women and children are still extensively employed above ground about the mines, and around the coal heaps at the mouths of the pits, the substantial result of which is that the labor of the whole family is procured for the sum which would be paid to its male head, if he alone labored for the support of the family, of course at a far lower cost in the resulting production of iron than would otherwise be possible. Restraining laws have been enacted in England of late years in regard to women and children, limiting the number of hours during which they may be employed, and also providing that they shall not be employed during the night, except in certain specified cases. But if the women and children were altogether withdrawn from those occupations, as they are in the United States, it would not be possible to produce iron, except at a considerable advance on its present cost.

Passing from the material to the intellectual condition of the workmen in France and England, the provision for the education of the children is upon a very limited scale indeed, and although there are creditable exceptions in particular localities, mainly due to the enlightened conscience of the proprietors, the great mass of the working classes out of the large cities are deplorably illiterate. In the department of Saône et Loire, where the works of Le Creusot are situated and where the most commendable efforts are being made by Messrs. Schneider & Co. to educate the rising generation, it appears that 36.19 per cent. of those who were joined in marriage in 1866 could not write their names, and of the conscripts drawn for the army from the same department, in the same year, 24.51 per cent. were unable to read. And the same statistics show that, taken as a whole, in nearly two-thirds of France the number of those who cannot write their names on marriage is between the limits of thirty and seventy-five per cent. of the total

number. This deplorable state of affairs has, of late, led to the establishment of schools for the instruction of adults, mostly voluntary, upon which there were in attendance during the present year 829,555 adults, of whom 747,002 were men and 82,553 were women. Of 110,503 who could neither read nor write on entering the course in October, 1866, 87,211 had learned to read by the 1st of April, 1867; 12,632 instructors have given their services gratuitously, and the whole movement, and the statistics above given, prove both the depth of ignorance into which the working classes have been plunged, and their earnest desire to emerge from it. (See Appendix E.)

Surprise may be expressed that in view of the inadequate reward for labor in France, there has not been a larger emigration to our own country, where labor is so much better paid. The difficulties arising from the difference in language would of themselves be a great impediment to any extensive emigration movement; but there are impediments of another kind, not generally understood, which tend to prevent any relief to the laboring classes from this source. The law of "livret," as it is called, is peculiar to France. By its terms every workman is compelled to obtain from the police a kind of pass-book or register, in which his name, age, and occupation are inserted, and which he must show to an employer before being taken into his service, and no employer is permitted to receive into his works any workmen upon whose "livret" is not indorsed a full discharge from his previous employer. Provision is also made for the indorsement upon the livret of any indebtedness which may be due from the workman to the employer, and his debt therefore follows the workman as a mortgage upon his labor from place to place. Although in express terms there is nothing in the law which would warrant the employer in withholding an indorsement on the livret, yet in practice it is a restraint on his freedom of action to such an extent that workmen employed in the large works usually remain there permanently, so that there is but little change, and no opportunity whatever for practical combination in strikes and turnouts. The whole of this system is so peculiar, and throws so much light upon the power it gives to produce iron at a cost which would not be possible if the workman were a free agent, that I have deemed it best to annex to this report in an appendix (F) a translation of a circular which was obtained from the prefecture of police.

The moral condition of men is so dependent upon their physical and mental status that it is probably unnecessary for me to enlarge upon the obvious conclusions that might be inferred from the facts above recorded; but the conviction in my own mind was so profound, after a very careful survey of the whole field, that I deemed it my duty to accept an invitation to testify before the Trades Union Commission in England, in the hope that a full discussion of the physical and moral elements involved in the organization of industry would result in the ultimate elevation of the working classes of Europe to such a standard, at least, as would render the conditions of competition between our own country and Europe more just and equitable. It is quite evident that in the effort to produce cheap commodities, and to undersell each other in the markets of the world, the rightful claims of humanity have been disregarded to such an extent that the reorganization of labor, in its relation to capital, is felt by all thoughtful men to be an imperative necessity.

It cannot be that the aim of society is only to produce riches. There must be moral limits within which the production of wealth is to be carried on, and these limits have been and are being so obviously transgressed that a spirit of discontent pervades the entire industrial world; and in the very countries where this competition has been pressed to its utmost limits capital has ceased to become remunerative, although humanity itself has been sacrificed to its demands. The evidence which I gave before the Trades Union Commission was delivered in this spirit of deep concern for the welfare of the working classes; and inasmuch as a few incidental sentences repeating statements which had been

made to me in regard to the Pittsburg strike, but of no consequence in reference to the main question, were seized upon by the London Times as a groundwork for characteristic unfavorable comment on American institutions, and some feeling was excited among the working men in the United States in reference to these misrepresentations, against which, it will be seen, I took occasion to protest on my second hearing before the commissioners, long in advance of any knowledge on my part of the effect produced by them at home, it is deemed proper to state that the evidence so given, in Europe at least, was universally regarded as an appeal in behalf of the working classes, not in defence of any violation on their part of the fundamental principles of social science, but in assertion of their just rights to education, domestic happiness, and adequate remuneration for labor.

There are some statements made thereon, of no great importance in themselves, based upon information derived from other parties, on whom I had reason to rely, which may have been erroneous; but in all such cases, where I did not speak of my own knowledge I expressly so stated, and this was particularly the case in regard to the Pittsburg strike, where the evidence shows that I expressly disclaimed personal knowledge of the facts; but I desire now to state that the information was derived from a resident of Pittsburg in whom I had reason to feel entire confidence. In my second evidence before the commission, it will be seen that I took occasion to correct some errors of this kind, having in the meantime received more correct information. There are also some replies bearing on the nationality of workmen, elicited in answer to questions over which I had no control; but in so far as they may appear to be invidious to any one nation, there is no real cause for complaint when the answer is understood. For example, the statement that the Irish are rarely first-class puddlers was made as a matter of fact in nowise depending on the land of their birth, but because they do not begin to learn the business until they arrive in America, full grown adults, whereas in England the education of the puddler begins in boyhood, and is pursued for many years before he takes a furnace. The same answer would, therefore, have been given to the same question, if asked with reference to the natives of any other country who had not learned the business from boyhood.

But if, in comparison with the ample provision made in our country for the education of the masses, the arrangements in France and England are upon a meagre scale, the opportunities for scientific and technical instruction, in France especially, are of a far more complete and generous character. For the governing classes, or for those who, rising out of the lower ranks, are educated to fill positions of trust and responsibility, there exist a series of educational establishments of so thorough a course in their respective departments as to exhaust all that experience and science can do for the preparation of engineers and conductors of industry. The *Ecole Centrale des Arts et Manufactures* at Paris, the *Conservatoire Imperiale des Arts et Metiers*, several large agricultural schools, *L'Ecole Imperiale des Ponts et Chaussées*, *L'Ecole Imperiale des Mines*, *L'Ecole Imperiale de Commerce à Paris*, the three schools *des Arts et Métiers* at Châlons, Aix, and Angiers, the *School of Mines* at St. Etienne, the *School of Watch-making* at Cluses, of the *Mining Classes* at Alais, the *Naval School* at Marseilles, are all sustained by the government in the interests of industry and commerce, and give to French industry that intelligence, science, and skill, which, in the Exposition, extorted universal admiration, and the general confession that its products, even in machinery and metals, were up to the highest standard of excellence. Similar schools in the United States ought to be the fruit of the great endowment of lands given to the States by Congress for the establishment of institutions designed to teach mechanical and agricultural science and art; but it is to be regretted that, at the present time, the application of this grant has not been so directed as to secure such a result, and we must console ourselves with the reflection that, if we are deficient in the higher education necessary for the

best industrial development, we have in a measure supplied its place by a general diffusion of knowledge, which, evoking the ingenuity and individuality of each workman, has rendered it less necessary than in countries where the masses are in ignorance. But it cannot be disputed that this individuality and ingenuity in our American character will be more valuable and powerful when directed by the highest order of intelligence and thoroughly trained scientific leaders.

It is obvious that the abnormal rates for labor which we have been considering cannot prevail in any one branch of industry alone, but must extend to all, as labor, like water, must seek a general level in each community governed by the same laws, and subjected to the same influences. All articles of commerce are, therefore, produced below their normal cost—that is, the cost which would be possible if the fundamental laws of humanity were not violated in the employment of women and children, and the payment of a rate of wages to the common laborer inadequate for the proper support and culture of the family. In those commodities which require in the United States more human labor for their production than is necessary in Europe, where labor is so inadequately paid, we have, perhaps, no other interest than a general concern in the welfare of the human race; but so far as iron is concerned, from the fact that we can produce it with as little consumption of human labor as any other nation in the world, the case is different, because there is no absolute loss of wealth, and no misapplied power in its production; and the only question to be discussed is, whether it shall be taken out of the general category of manufactures not so favorably placed as to the cost of production, and by positive legislation placed in the same condition as it would have occupied with reference to foreign competition, if the rate of wages in other countries had never been reduced below their normal standard. We have seen that the cost of making iron in England, Belgium, and France, at the present time, varies from £6 10s. to £8 per ton, and £1 additional suffices to pay its cost of transportation to the seaboard of the United States. At these ports American iron cannot possibly be delivered at a less cost than \$60 in gold, against \$40 in gold for the foreign article, and the entire difference consists in the higher wages, and not larger quantity of labor required for its production in the United States, where the physical, mental, and moral condition of the working classes occupy a totally different standard from their European confreres, and where the wages cannot be reduced without violating our sense of the just demands of human nature. At the same time it is to be observed that the business is so far overdone in Europe that no profit can be realized by the capitalist, except in special cases, for which adequate reasons can be given. The actual remedy for this over-production would be to withdraw the women and children, as we do, from this class of industry, whereby the production must be reduced, the rate of wages raised, the cost and the selling price increased, capital become remunerative, and the ability to procure iron, made cheap by its adulteration with the violated laws of humanity, be forever extinguished. To what result the general discussion which this subject is now receiving in Europe will lead it is not easy to decide; but it is a curious phenomenon to listen in France to the loud complaints which are made against the competition of Belgium in the manufacture of iron, and stranger still in England to the same complaint, and the broad declaration that it will not be possible to do anything for the education and elevation of the working classes without exposing their manufacturers to ruin in consequence of the competition with the worse paid and worse fed labor of Belgium. The truth is that the whole system is false, and now, when pressed by the energy, enterprise, and competition of the age to its legitimate results, humanity is in rebellion, and there is a general cry from all classes, laborers, employers, philanthropists, philosophers, and statesmen, alike for relief. The necessity for this relief becomes painfully apparent when the poor-law returns made in England are carefully examined, from which it is evident that there is an army of paupers pressing upon the occupations of

the common laborer, and striving to push him over the almost insensible line which divides these two classes from each other. It is not possible that the laborer should receive more than bare subsistence wages, and there can be no relief for his patient suffering, so long as there are thousands who, unable to earn any wages at all, stand ready to fill up every gap in the ranks of industry; and to the honest laborer himself, standing on the edge of this line, over which he is liable at any moment to be forced into the ranks of pauperism, the anxiety and miserable state of uncertainty for himself and his family, must be fatal to all rational happiness, and is well calculated to drive him into vicious indulgences and temporary excesses whenever a transient opportunity is afforded, as a momentary relief from a condition of hopeless misery.

From the returns made to the British Parliament as to pauperism in the month of September, A. D. 1867, it appears that out of a population of 19,886,104, dwelling in the area for which the returns are made, 872,620 persons were on the list of paupers, supported by public charity, of which number 129,689 were in the workhouses, and 738,726 were relieved in their own houses. This latter portion constitutes the army which substantially regulates the rate of wages for labor, as they are ready, to a greater or less extent, to take any vacant place which may offer itself. And this state of the case exists not in mid-winter, but just after the close of the harvest, and the returns show that the evil is an advancing one, as there is an increase of 27,521, or 3.3 per cent. in 1867 over the corresponding week in 1866. And a study of the tables which are hereunto annexed (Appendix H) shows the largest rate of pauperism is in the manufacturing, and not in the agricultural districts.

By another parliamentary return, which is also annexed, (Appendix I,) it appears that the average number of scholars attendant upon the schools under government inspection in the year 1866 was 871,309 in England and Wales, showing this suggestive fact, that the paupers receiving public relief, and the children receiving instruction in schools aided by the public funds, were about equal in number. This statement alone, if other evidence were lacking, would serve to prove that the working classes of Great Britain have not yet achieved the position in point of education and social comfort to which humanity is entitled. Nor can it be alleged that this is due to any deficiency in the resources provided by nature for the reward of industry. The coal and iron ore mines of England afford the most magnificent fund to be found on the face of the globe for the abundant remuneration of the capital and labor engaged in their development, and every class in the community, except the operatives themselves, have enjoyed a bountiful return for their interest in this national endowment. The landowner has been largely paid, not only by the royalties derived from the minerals, but in the enormous increase in the value of the soil by the rapid growth of population engaged directly and indirectly in the manufactures based on their consumption. The capital invested in manufactures in Great Britain has, in the main, reaped a most abundant reward, and the general result has been an accumulation of capital in the hands of the higher and middle classes unequalled in the history of mankind.

That the working classes have not been equally well rewarded is due simply to the improvident and even reckless manner in which these great natural resources have been employed, giving rise to a competition unlimited by any other consideration than the immediate profit to be derived by the capital invested in the business. Of course, the less the rate of wages, the longer the number of hours of work to be got from the laborer, the greater the number of women and children that could be employed, the lower will be the cost of the product, and the more decided the ability to undersell all foreign competitors in the markets of the world. Hence, in the absence of restraining laws and an enlightened conscience on the part of the operators and manufacturers, and in the presence of a large population in a restricted area, governed in the interests of special

classes, it was inevitable that the superior natural resources of Great Britain should be used, as they have been, rather to crush out foreign competition than to elevate the working classes; and this very attempt to undersell foreign nations in their own markets necessarily involved the lowest possible rate of wages in those countries consistent with mere existence; reacting, in turn, upon the English labor market, and compelling lower rates of wages than would otherwise have been required, if the aim of the nation had been directed to the payment of the largest possible compensation to its own working classes, rather than to the control of the markets of the world even at the expense of humanity itself. The possession of these wonderful deposits of coal and iron, as a fund for the payment of adequate wages to labor in Great Britain, is equivalent to our virgin soil in the United States, enabling both nations to pay the highest possible rate of wages consistent with the conservation of capital; but this advantage in Great Britain has been deliberately and recklessly thrown away by a competition between the English manufacturers themselves, resulting in an over-production, and compelling a steady pressure upon the wages of labor, in order to keep up the production and secure larger consumption by lower prices for the commodities. It is a mistake to suppose that this reduction in price has been caused by the competition of foreign nations with Great Britain, for we have seen that France cannot produce enough iron for its own consumption, and that Belgium only turns out one-tenth as much iron as Great Britain, and is therefore governed as to price solely by the rate at which Great Britain is willing and able to furnish the remaining nine-tenths. If it were possible for Belgium to alter the ratio of production, she might in the long run make the price for the total product; but it is simply ridiculous to apprehend, in view of the natural resources of the two countries, that any such change can ever be effected.

The most interesting industrial and social question of the age is, therefore, the policy which will be pursued by Great Britain in the administration of its mines of coal and iron. And the royal commission, now making an official inquiry into the exhaustion of the coal fields, will stop far short of the real scope of the question if it fails to investigate whether, by wise and suitable regulations, the annual product of coal cannot be so regulated as to secure a far better remuneration to the labor engaged in its production than it has heretofore received. I am perfectly aware that such regulations must necessarily be restrictive in their character, and, at the first glance, will appear to be at war with the commercial policy of free trade advocated in Great Britain. Very little reflection, however, is required to show that by far the greater portion of the legislation of all enlightened nations is necessarily of a protective and restrictive character; and at this day no enlightened statesman would advocate the deliberate sacrifice of local advantages for the sake of any mere abstract theory, which might be ever so well founded in reason, but fails to be applicable in the presence of exceptionable facts and resources. The protection of life, liberty, property, and social order, the title to lands and personal property, rest entirely upon protective laws; and all provisions for the protection of capital and health and the establishment of police are so many restraints upon the natural freedom of the individual; and surely legislation looking to the wisest possible use of national resources and the prevention of the waste or misapplication of the raw material upon which the structure of the national industry and prosperity and the welfare of the working classes rest, is not merely a natural but a necessary step in the progress of industry and the development of civilization.

In no country in the world are so many proofs of the wisdom of this course to be found as in the history of British legislation in reference to the working classes during the last thirty-five years. The repeal of the corn laws was a measure of eminent protection to the working classes, relieving them of the taxes imposed upon food for the benefit of the landowner, and of the landowner alone; because

the condition of the agricultural laborer could not be made worse, but could only be improved by any change. The series of laws regulating the employment of women and children in factories and mines are not merely highly restrictive, but by common consent have produced the happiest results on the moral and physical condition of the working classes. The laws recognizing the legal existence of friendly societies; for the encouragement of building associations; the conversion of the post offices into savings banks for the working classes; for the granting of annuities and life assurance guaranteed by the government to the working classes, on the payment of small periodical instalments; for the encouragement of co-operative stores and associations; for "partnerships of industry" in which the workman is allowed to have an interest in the profits of the business without becoming liable as a partner for the debts; the statutes authorizing the establishment of free reading rooms, libraries, and museums, by a vote of the rate-payers in any borough, town, or city, constitute a course of wise legislation unmistakably protective, restrictive, and enabling; persistently advocated and successfully established by the most sagacious, liberal, and philanthropic statesmen of the present age, and resulting in so marked an improvement in the condition of the working classes, accompanied with so decided an advance in the rate of wages, that it is scarcely possible longer to deny, that the first step towards securing to the working classes an adequate reward for their labor is such legislation as protects them from the evils which seem to be inseparable from the spirit of unrestrained competition between nations and between men, which experience has shown to result in the utter disregard of the moral and physical condition and social welfare of the working classes, unless regulated by positive legal enactment.*

This wise course of legislation may be said to be but fairly initiated in England, but the intelligent observer cannot fail to be convinced that it will be persisted in until all special privileges which interfere with the normal distribution of the proceeds of labor and capital will be removed. The effect will undoubtedly be a rise in wages, already apparent; and this result is unquestionably a matter of deep concern to the manufacturers and capitalists of Great Britain, who fear that it will deprive them of their ability to control the markets of the world, as they now do, with the products of their mills. But there is in reality no just ground for this apprehension. The distribution between capital and labor may, and must, undoubtedly, be changed, but the aggregate income will not on the average of years be reduced, because the control of the fuel of the world, that is to say, of the condensed power which has been stored up by Divine Providence for its use, is in the hands of the Anglo-Saxon race in Europe and America, who alone have reduced prices by a competition with other nations, impossible but for the possession of the mineral fuel in such vast quantities, and for the violation of the natural laws which should govern the employment and the compensation of labor. The transition to a more equitable basis of production will simply enable other countries, who, as we have seen, cannot do more than supply themselves with coal and iron, to raise their laboring classes out of a condition still more deplorable than exists in England, without by any possibility enabling them to keep up any effective competition in the markets of the world, for the supply of the iron required for the future progress, development and civilization of mankind. A rise in wages in England, therefore, will not only be a blessing to the workmen of that favored country, relieving it of pauperism, so far as it may be possible to extinguish poverty at all, but will be a harbinger of light to the unpaid, unfed and unhappy operatives throughout all lands in which human industry is now weighed down by the effects of

* Readers desirous to investigate the effect of protective, restrictive and enabling legislation on the condition of the working classes, are referred to the very able treatise on "The Progress of the Working Classes, 1832-1867," by I. M. Ludlow and Lloyd Jones, published by Alexander Strahan, London, 1867.

British competition, based upon superior natural resources. And to me it is a suggestive, and for humanity an encouraging fact, that the agitation and restlessness which characterize the working classes of our age are mostly apparent in Great Britain and the United States, who are not only so far in advance of all other countries in the possession of natural industrial resources, but who, from the habit of free discussion and prompt obedience to the popular voice, (the result of constitutional government long in force,) will be most ready to accept the conclusions deduced by the stern logic of experience and facts, and modify their legislation so as to conform to the just demands of humanity whenever the proper course is discovered and made plain to the common sense of the people.

When, by reason of such legislation, the wages of labor in Great Britain have reached their normal condition, there will no longer be any occasion for us to consider the question of protective or prohibitory tariffs; but in the mean time, to the people of the United States, who, in consequence of the possession of a virgin soil, have in comparison with their European neighbors suffered but little from violations of the fundamental principles of social science, two courses are open. We can either take advantage of the unnaturally cheap rate at which our wants can and will be supplied from abroad, while the present system lasts, and, by throwing open our ports to foreign iron, purchase foreign labor at a far lower rate than we are willing to sell our own, and thus abandon a business which, so long as our present rates of wages are maintained, cannot be conducted in the United States even without profit; or we can impose such a duty on foreign iron as will make up for the difference in the amount of wages paid for making a ton of iron in Europe or in this country, less the expense of transportation.

The decision of this question is mainly of interest to the working classes themselves, and to the great body of the farmers, because if the iron business is abandoned for the present in the United States, the labor now employed in it must in the main take to the soil, and a larger yield of agricultural products be insured. The surplus so produced must seek its market in the open marts of the world, and the mouths that would have been fed on this side of the Atlantic will simply be fed elsewhere, although not so abundantly and so generously. But it must be remembered that whatever may be the price of bread in Europe at the works where the iron will be made, would be the price which the same operatives could afford to pay if the iron works had been placed where the grain is grown, and that the cost of transportation thence is just so much deducted from the price which the farmer would have received if the grain had been consumed at home.

The question is one, also, which more concerns the west than the east, because the loss caused by transportation from the west is greater; and the final decision of this great question should therefore be well considered, especially with reference to the point whether the saving produced by the purchase of cheap iron and other articles will compensate for the loss entailed by the transportation of the grain.

It forms no part of the purpose of this report to deduce any conclusion on this subject, but only to state the facts in such form as will enable intelligent legislation to be enacted, keeping in view the interests of all classes, and above all the considerations of independence, essential to the dignity of the American republic and the welfare of mankind. But in the discussion of this question, and in the legislation which may be proposed to meet the best interests of the nation, in regard to a supply of iron and steel, the broad distinction which exists between the nature of the question in Europe and the United States must never be lost sight of. On the continent, protective duties on iron are imposed in order to counterbalance the superior natural resources and advantages of Great Britain for the production of iron, and not to secure higher wages to the

laborer; whereas, in the United States, protective duties, if imposed at all, are not necessary because our natural advantages for making iron are inferior in any particular to those of Great Britain, but simply because the wages of labor are fixed upon a more just and liberal scale to the workmen in the first instance, and by the law of equivalents to the whole industrial force engaged in the great work of production, of whatever form and nature.

If the facts and suggestions contained in this report, the result of half a year of careful study of the Exposition, and the knowledge which it enabled me to acquire in reference to the social condition of the working classes in Europe, shall in any way aid Congress in arriving at a judicious solution of these grave questions, involving so many and such varied interests, and if, as I hope, the terrible evils of pauperism shall be even for a time, and possibly forever, averted from our own country by legislation based upon sound, social, and economical principles, I shall cease to regret the strange and cruel misrepresentations to which I have been subjected among the working classes, in whose behalf mainly the duty confided to me was undertaken.

Whatever policy may be finally adopted with reference to American industry, it is a source of profound satisfaction, and should be a subject of general congratulation, that a careful survey of the natural resources of those nations who stand in the van of European progress and civilization justifies the declaration that the great problem of democratic institutions is being solved in a land having, in addition to a fruitful soil, the largest and best supplies of the fundamental elements upon which industry, progress, and civilization are based; and that there is good reason to hope that here it may be shown how wealth may be created without the degradation of any class which labors for its production, the only advantage (if advantage it may be termed) possessed by Europe over the United States, for the cheap production of iron and steel, being in the lower and inadequate rate of wages which there prevails, and not in any superior natural resources in ore, fuel, or geographical position.

ABRAM S. HEWITT,

United States Commissioner to the Universal Exposition of 1867.

Hon. WILLIAM H. SEWARD,

Secretary of State.

PARIS, November 30, 1867.

SECTION II—BESSEMER STEEL.

PARIS, June 22, 1867.

To the Commissioners of the United States for the Universal Exposition of 1867:

The undersigned has the honor to submit a special report upon "Bessemer steel," prepared under his direction by Frederick J. Slade, scientific assistant to Committee No. 6, and duly approved by the committee and ordered to be laid before the commission.

ABRAM S. HEWITT,

U. S. Commissioner and Chairman of Committee No. 6.

THE BESSEMER PROCESS.

The Paris Exposition affords valuable information in reference to the capabilities of the Bessemer process for the production of all grades of metal, from a near approach to wrought iron to the hardest and finest kinds of steel. A comparison of the specimens sent from the various countries shows that the quality of the metal produced depends chiefly upon the nature of the raw ma-

terials used, and accordingly it is only in those countries where the very best ores and purest coals are employed that we find the finer grades of steel produced.

It will, perhaps, be most instructive, therefore, to examine the manner in which this process is conducted in each country separately, and to trace, if possible, the relation between the nature of the finished products and the materials and modes of working employed in their manufacture. We begin naturally with

ENGLAND.

The iron almost exclusively employed in England for the pneumatic process is obtained from the Cumberland district, and is derived from red hematite ores. Dr. Percy, in his well-known work on metallurgy, gives as the analysis of two specimens of these ores :

	I.	II.
Sesquioxide of iron.....	95.16	90.36
Protoxide of manganese.....	0.24	0.10
Alumina.....	.....	0.37
Lime.....	0.07	0.71
Magnesia.....	.....	0.06
Phosphoric acid.....	trace.	trace.
Sulphuric acid.....	trace.	trace.
Bisulphide of iron.....	trace.	0.06
Ignited insoluble residue.....	5.68	8.54
	<hr/> 101.15	<hr/> 100.26
Silica.....	5.66	7.05
Alumina.....	0.06	1.06
Sesquioxide of iron.....	.....	0.19
Lime.....	.....	trace.
	<hr/> 5.72	<hr/> 8.30
Iron, total amount.....	<hr/> 66.60	<hr/> 63.25

The blast furnaces in which these ores are smelted average about fifty feet in height and fifteen feet diameter of boshes, and are in most cases open-topped, the opinion among the iron-masters being that the quality of the iron is injured by any attempt to draw off the gas. At some furnaces, however, this notion is abrogated, and the waste gases are utilized for heating the blast. Among these are the furnaces of the Barrow Hematite Iron and Steel Company, the West Cumberland, and the Wigan Iron and Coal Company's furnaces. The quality of pig produced at these latter works does not perhaps stand invariably as high as that of the Whitehaven Hematite Iron Company, (Cleator,) the Workington Iron Company, or the Harrington, but if there is a difference it is easily accounted for by the quality of the materials used, without the necessity of resort to the supposition of an injurious effect from utilizing the escaping gas.

The fuel used at the furnaces in the Cumberland district is the best Newcastle coke, which is remarkable for its hardness and freedom from sulphur. Dr. Percy gives the percentage of sulphur as 0.8 and of ash 4.45. No charcoal pig is made in England for the Bessemer process. The fluxes employed are a limestone quite free from phosphorus, and a portion of black shale from the coal beds, consisting of clay and carbonaceous matter, without any appreciable amount of sulphur. The percentage of iron indicated by the above analysis, viz., from 60 to 70, appears to be a fair average, and the ores are not calcined,

As it is necessary that the iron should be as gray as possible, not less than thirty hundred-weight of coke are used per ton of iron produced, and a charge is about fifty hours in coming down through a furnace of the dimensions given above. The yield from such a furnace is 250 tons per week.

The blast is under a pressure of three and three-fourths pounds, and is heated to from 650° to 750° Fahrenheit. From four to six tuyeres are usually employed. No. 1 iron for the Bessemer process from these furnaces brings ninety shillings per ton at the works, and No. 2 ten shillings per ton less.

The Wigan Iron and Coal Company, Lancashire, produce an iron which is used to a considerable extent for the process, but does not rank as high as the Cumberland irons. The coal as mined would be quite unfit for use in the production of such a grade of iron, as it is materially contaminated with sulphur, but this is almost entirely removed by washing the fine coal, the pyrites settling by their superior weight, while the pure coal is carried on to receiving beds by the current of water, and the purified residuum is then converted into coke, yielding a tolerably strong product. This company have just erected a number of new furnaces much above the usual size for this kind of iron, viz., eighty feet high and twenty-four feet diameter of boshes, and these are provided with a cone and bell arrangement for taking off the gas.

Forest of Dean iron, made from brown hematite ores, is frequently used in small quantities in admixture with other irons for the purpose of maintaining the heat of the charge, which it tends to do. It is apt, however, to contain too large a percentage of sulphur to work well alone.

Another brand which is said to work well is Weardale, an iron made from spathic ores. It is unusually rich in manganese, and owes its excellence chiefly to that fact.

The following analyses exhibit the characteristics of some of the more usual brands of iron employed :

	Cleator.	Workington.	Weardale.	Forest of Dean.
Carbon, (graphitic)	4.007	3.14	3.24	3.25
Silicon.....	1.752	3.12	1.80	1.36
Sulphur.....	.....	0.05	0.04	0.037
Phosphorus.....	0.049	0.03	0.19	0.000
Manganese.....	.....	0.02	1.45	

The analysis of Weardale is taken from Percy's Metallurgy; the others were furnished to the writer from different sources in England.

The presence of silicon in the iron causes the charge to work hot in the converter, and it is usual therefore to mix an iron rich in this element with others containing a less quantity, and which have a tendency to work cold and become pasty. As a rule Workington iron contains more silicon than any other in use for the process, and being moreover an excellent iron is largely used. It is, however, from the very fact of its working so hot, seldom employed alone, as it cuts the moulds badly in pouring.

Sulphur and phosphorus are the most injurious elements found in the pig, because the pneumatic process is powerless to remove them, and the quality of the steel is materially affected by their presence. An effectual means of eliminating these substances, in the process of conversion, would be one of the most valuable discoveries of the times.

It is usual among all the steel makers to mix several different brands of iron where a uniform and good quality of steel is desired, but there seems to be no definite mixture which is agreed upon as best. The principle appears to be to form the larger portion of the charge of the better brands of Cumberland

hematite, and to add as correctives smaller percentages of other irons. The following will serve as examples, the first having been given to the writer by Mr. F. Preston, late managing director of the Lancashire Steel Company, and the other being from the books of another large firm :

I.		II.	
Workington	45	Cleator	40
Harrington	40	Workington	20
West Cumberland	10	Harrington, (No. 1)	15
Wigan	20	Harrington, (No. 2)	5
Weardale	7	Forest of Dean	10
Forest of Dean	3	Wigan	3
	<hr/>		<hr/>
	120		93
Spiegel	7½		<hr/>
	<hr/>	Spiegel	6¼ or 6½
	127½		<hr/>

For forgings such as axles, tires, locomotive crank shafts, &c., none but No. 1 iron is commonly used, but for rails a greater or less amount of No. 2 is added, in order to reduce the cost as far as possible.

The amount of this quality that may be used will of course depend on the character of the iron.

The iron as a rule is melted in reverberatory furnaces, but at five works, cupolas have been substituted with apparently good results. These are—

The Manchester Railway Steel and Plant Co. ;

Messrs. Chas. Cammell & Co., Penistone ;

The Bolton Iron and Steel Co. ;

The Barrow Hematite Iron and Steel Co. ;

The Mersey Iron and Steel Co., Liverpool.

At the latter a cupola is also employed for melting the spiegeleisen. At the first-mentioned works Woodward's patent steam-jet cupola is employed, it is stated with a consumption of coke as low as one and one-fourth pound per hundred-weight of iron. At the others, Ireland's upper tuyere cupolas are employed. These cupolas melt very rapidly, and are sufficiently capacious to hold an entire charge in the portion below the upper row of tuyeres. The size erected for a five-ton plant is seven feet in diameter, and will melt five tons of iron in three-quarters of an hour. In working, the charge is weighed when it is put into the cupola, and, as it melts, remains in the bottom till the whole has been fused, when it is tapped off into the converter. They generally require cleaning once in twenty-four hours. Of course where cupolas are used, much greater care has to be exercised in the selection of the coke, as fuel which might be used in the air furnaces would destroy the quality of the iron if burned in contact with it. The opinion among those who employ the cupolas is, that it is quite possible to find a coke sufficiently free from sulphur to yield a satisfactory result. At the Barrow works, preparations had been made to convey the molten metal directly from the blast furnaces to the converters, but after a number of trials it was found that the uniformity of the metal could not be relied on, and, in consequence, the attempt was abandoned, and cupolas erected instead, to remelt the pigs. The converters at the majority of the works have a capacity adequate for a yield of five tons of steel, or allowing one-sixth for waste, which may be taken as a fair average, for six tons of molten iron. At Barrow, however, three seven and a half ton vessels have been erected, besides their five-ton plant, and at Messrs. John Brown & Co.'s a pair of ten ton vessels have been in use more than three years. The material commonly employed for lining the vessels is ganister, a highly silicious substance, found at Sheffield. Other materials have been tried at some works, as

for example, at Dowlais, with apparently great success. A pair of vessels, at the works just mentioned, had recently stood 300 blows each, without relining, and were still apparently in good condition. This is much above the average endurance of the refractory linings. The destruction of tuyeres is an important item in the expense of the process. The average life of these is seldom over five blows, and the failure of one during a blow is often the cause of considerable loss, either by damage to the vessel or by injury to the contained charge.

In the general arrangement of the Bessemer plant, very few changes have been made from that planned by Mr. Bessemer and contained in the drawings supplied to his licensees. A pair of converting vessels usually placed opposite to each other, but in some cases side by side, stand at the side of a casting pit, sunk a few feet below the general level of the floor. These vessels are mounted on trunnions, and are revolved on them by means of a rack and pinion operated by hydraulic pressure. The melting furnaces are placed in a room having a considerably higher floor level than the converting room, so that the melted metal may be run by its own gravity into the mouth of the converter, when the latter is turned down suitably to receive it. In the centre of the pit is a vertical hydraulic piston or crane, carrying at its upper end a platform, at one end of which is a ladle sufficiently large to hold the contents of the converter at the end of the operation. The platform is furnished with gearing, so that it may be easily revolved to bring the ladle over each ingot mould successively, the latter being arranged accordingly in the arc of a circle near the side of the pit, which here has the same form. The ladle is provided with a nozzle and stopper in its bottom, by means of which the flow of the steel is regulated. Two hydraulic cranes, consisting simply of vertical pistons, carrying a long horizontal jib with a rolling carriage, to which a chain and hook is attached for lifting the ingots, are placed near the edge of the pit, about opposite the centre of the converters, and serve also to lift off the various parts of the latter when required for repairs. The blast valve and hydraulic apparatus pertaining to the converters are worked from a valve stand, placed at a suitable distance from the pit, the cranes being operated by a valve directly attached to them, so that the attendant boy may the better see what he is required to do, and the whole of the manipulation of the vessels, ladles, and ingots, gives an ease of working and a perfection of control, with economy of labor, which should lead to the more general application of hydraulic power to other departments of industry in which large masses have to be dealt with. The water pressure used for the purpose is about 300 pounds per square inch. The sizes of ingots most commonly cast are, for rails, about 10 inches square, for locomotive crank shafts, ingots of a rectangular section, say 22 inches \times 16 inches, and for other forgings according to the size and nature of the work, the moulds having a weight about equal to that of the ingots. At some works, the plan is adopted of testing a sample of each blow for carbon, and classifying the metal according to the result of this test. By this means much greater uniformity in the finished work is obtained, and in the present state of our knowledge of the process, this is a very necessary means to secure this end, and should be more generally adopted. The process employed was introduced from Sweden, and is exceedingly simple in its nature. It consists in dissolving a known weight of metal in the form of drill chips, or some other finely divided state, in nitric acid, of the gravity 1.2. The solution will have a brown color, more or less deep according to the percentage of carbon contained in the metal. A standard color, corresponding to a known percentage of carbon, as determined by direct analysis, is first established, and the color of the solution to be tested is made to agree exactly with this by the addition of a certain quantity of acid or water. That this, which is the readiest method of producing agreement, may be employed, the color of the standard solution must be light. The water is added to the solution in a graduated test tube, so that the exact proportion of water relatively to the original solution may be read off with ease, and if, for example,

an equal bulk of water requires to be added to make the color the same as the standard, the percentage of carbon in the specimen under test must be just double that of the standard. As a solution of steel in acid would in the course of time change its color, an exact imitation of it is made by dissolving burnt sugar, and this is kept hermetically sealed for comparison. To secure a light standard color, it is not necessary that the piece of steel dissolved should contain a small percentage of carbon, but a larger quantity of acid may be used in a known proportion, say twice, or three times the required amount, and the corresponding percentage of carbon will be equally well ascertained. This test is easily and quickly applied, and the variation of color being considerable, gives results sufficiently accurate for the purpose of a proper classification of the ingots according to the purposes for which they are suited.

The principal uses to which the Bessemer metal is put, in England, are the manufacture of rails, tires, axles, machinery forgings, and boiler plate. The total amount produced may be judged from the fact that the quantity made per week at the works of Messrs. John Brown & Co., limited, and Messrs. Chas. Cammell & Co., limited, is stated to be 600 or 700 tons each. The number of establishments at which the process is in operation is about fifteen, and the number of converters employed upwards of fifty. The chief market is for rails, and a large proportion of the orders are for *American roads*. In England, not much ordinary line has been laid with steel rails, but on most roads those portions which are exposed to excessive wear, such as stations and inclines, are being relaid with steel. The public are already familiar with the vastly superior endurance of steel in such situations, and nothing need therefore be said here on that point.

MANUFACTURE OF STEEL RAILS.

It is usual, as already stated, to cast a 10-inch square ingot for rails. At most works, this is reheated in a reverberatory furnace and hammered down to 7 inches square. At some prominent establishments, however, this process is dispensed with, and a 10-inch ingot is taken directly to the rolls and rolled down to 7 inches. At Crewe, Mr. Ramsbottom employs a heavy cogging machine for the same purpose. This is simply a form of reversing rolls made exceedingly large, and only performing a part of a revolution at each pass of the ingot. It is stated that the rails made from unhammered ingots stand equally good tests with those which have first undergone hammering.

The substitution of rolling, of course, cheapens the manufacture, and reduces the amount of plant necessary, as well as the number of hands required. It is usual after the ingot has been brought from 10 inches down to 7 inches to put it back into the heating furnace for a short time, to bring it up to a heat sufficient to carry it through the remainder of the process. With hammered ingots it is usual to allow them to become cold after hammering, and to reheat them entirely anew, since it is not easy to regulate the heats so as to have the hammer supply hot ingots to the furnaces for the rolling mill. This, of course, involves a further additional expense in the use of the hammer. In heating the ingots care has to be taken that the heat is not forced so as to burn the steel, and ample time must be given for it to "soak." Practically about four heats are obtained in twelve hours, where with iron seven or eight could be got. When the ingots are rolled from the cast size, it is usual to provide larger furnaces and a greater number for the first heat than for the second, as the fewer and smaller ones will work off the same number of ingots, on account of the shorter time necessary to bring them to the required heat. At the Dowlais works, for example, there are seven furnaces holding seven ingots each for the first heat, and but four holding four apiece for the supplementary heating.

The usual size of rolls for steel rails of the English, (80 lbs per yard,) or other pattern is from 22 inches to 24 inches diameter. In some cases, however, smaller

sizes are in use as at Crewe, and at the Mersey iron and steel works, at the latter of which only an 18-inch train is employed. These, however, are trains which were originally intended for rolling iron rails, and have been compelled to do service for steel.

The speed with rolls of the first mentioned sizes varies from sixty to forty revolutions per minute; the former extreme, however, seems preferable. The drafts on the rolls are made somewhat lighter and more numerous than for iron—say two more grooves for finishing.

At several works reversing rolling mills have been erected, to avoid the necessity of lifting the ingots in returning, and also to save time by operating on the ingot when moving in either direction. The usual plan has been to effect the reversing by engaging by means of a clutch gears running in opposite directions. This necessarily brings a severe shock on all the machinery, especially at high speeds, and in some cases where the arrangement has been introduced it is not used, the mill always running in one direction, and the rolling being carried on in the usual way. Mr. Ramsbottom has constructed and patented a reversing mill, which he uses for rolling locomotive frame plates, at Crewe, which is free from this objection. He drives his rolls by a pair of engines, resembling a set of locomotive engines in most of their details, and without any fly-wheel. These work at a high speed, and are geared to the rolls in such a manner as to reduce the speed to the required amount. The link motion is thrown up or down in reversing by a hydraulic piston, easily set in motion by the attendant, and by these means the engines can be reversed seventy times per minute and entirely without shock. This principle for reversing would appear much preferable to the use of a clutch. The employment of a fly-wheel is not found necessary, as the engines, in virtue of their high speed, contain power sufficient to overcome any obstacles within the limits of safety to the rolls, beyond which it is better that they should stop. Mr. Ramsbottom has adopted in this set of rolls a thorough application of hydraulic power for all the operations of manipulation, and has thereby obtained great facility of working and economy of labor. Instead of the reversing principle, a steam or hydraulic lifting gear is used at some works for raising the ingot to the level of the top of the upper roll, and by many this is preferred to reversing.

The Siemens furnace is coming extensively into use in steel works for heating ingots. At present they are in operation at Crewe, Bolton, Barrow, the Mersey works, and some other places. They require a certain amount of care in their management, but yield very satisfactory results in their working. They are expensive in first cost, but in districts where coal slack is abundant they are exceedingly economical in respect of fuel, since they allow of the use of this cheap material instead of better and more expensive coal. But even where good coal must be employed in the gas producers, the utilization of all the heat produced by combustion renders the saving of fuel very considerable as compared with the ordinary reverberatory furnace. For steel an excessively high temperature, such as is required for some operations, and which alone the Siemens regenerators are able to give, is not necessary, and where much steam power is required it may be quite as economical to employ the waste heat from the furnaces for heating the boilers as to pass it through regenerators for the purpose of heating the incoming gases for the furnaces themselves. In such a case as much and more expensive fuel might be required for generating steam under independent boilers as would be saved at the furnaces by the use of the regenerators. In this connection may be noticed a plan that has been adopted at the Bolton works with good results, viz., the heating of boilers by gas drawn directly from the gas producers. This, of course, gives the same economy in respect of the use of slack as already referred to. Where sufficient steam is already obtained or is not required at all, the regenerative furnaces are of undoubted advantage. Mr. Webb, at Bolton, states that it is still an open question with him

whether it is preferable to heat his boilers, as already mentioned, by gas, or to place them over furnaces fired in the ordinary way with coal.

The sawing, straightening, and punching of rails are conducted in general as in America, with the exception that a single saw, or a pair side by side, instead of two separated by the length of the rail, is used. The length of the rail is regulated by stops on the carriage, one end being sawed off and the rail then passed along on the friction-rollers in the carriage till it reaches the stop, when the other end is cut off. The use of a single saw, it is claimed, enables the cut to be made at the most suitable point, as indicated by the appearance of the end, and also gives greater facility in varying the length of the rail as required for different orders. At Barrow, the rollers in the saw carriage are driven by friction gearing from the saw engine, so that the rail is passed along automatically; the carriage is also drawn up to the saw by a number of racks and pinions at intervals along its length driven in a similar manner.

At some works, severe tests are adopted for ascertaining the quality of rails, and until more accurate knowledge of the nature of the Bessemer ingots is obtained some such tests would appear to be very necessary. The usual method of procedure is to place a rail from each lot made from one mixing of metal, on supports three feet apart, and let fall upon it midway between them a weight of one ton from heights varying from ten to thirty feet, and observing the deflection produced. It is considered that good rails should not break under this test, though they may bend considerably where great height of fall is employed.

The use of steel-headed rails is a point of great importance, but one on which at present little that is conclusive can be said. They have been made to a considerable extent at the Crewe works of the London and Northwestern Railway Company for use on that line, and Mr. Webb (formerly of Crewe) has patents for forms and materials of piles for their production. One of the points which Mr. Webb claims is interposing a layer of puddle bar between the steel face and the fibrous iron, for the purpose of making a more gradual transition between the crystalline and fibrous metals, and thereby securing a more perfect union in the successive layers. The same thing has been done for many years in the United States. In the Exposition, specimens of steel-headed rails of French manufacture are shown, which have been struck on the top of the head with a steam hammer, cracking vertically through both steel and iron, and buckling up the web without any appearance of separation between the steel face and the iron beneath it. Although the specimen gives no evidence of being a selected one, (the line of the weld being plainly marked on the external surface,) yet it is clear that no such test can decide a question which can really only be properly solved by experience under the conditions of regular working. A sudden blow may be incompetent to produce effects which may follow prolonged and irregular hammering under the wheels of railway trains. While, therefore, steel-headed rails cannot be pronounced an absolute success, there is every reason for prosecuting the experiment, and reasonable grounds for anticipating a perfectly successful result.*

As the production of rails is at present the largest branch of the Bessemer steel manufacture, the disposition to be made of the crop ends becomes a question of immediate importance, and that to be made of the worn-out rails one of future moment. As the metal, when it contains any material proportion of carbon, is unreliable when welded, it is not so easy to decide to what use the large amount of ends sawed off from the rails shall be put. At present it must be admitted they are rather a drug in the market. When an iron that works hot in the converter is used, a certain quantity of these ends may be remelted in the vessel without injury to the steel. About four hundred weight per charge of five tons is considered admissible at the Dowlais works, the scrap being first heated to a red heat in a furnace placed near the vessel, and thrown into the latter before

*Experiments made in the United States, after a trial of two years, have demonstrated that a perfectly sound weld of the steel to the iron can be secured in the head of the rail.

running in the molten iron. It is difficult, however, to dispose of the whole amount in this way. As large a portion as possible is sold to the Sheffield crucible steel makers, who remelt them, and sell them at a greatly advanced price. At some works, again, they are rolled into small plates, and in this form they may be used for the manufacture of plough shares and other kindred objects; or in some cases they may be rolled and drawn into telegraph wire; it would be impossible, however, to make fine sizes of wire from them. If the difficulty of disposing of the steel scrap is to continue, it forms another argument in favor of steel-headed rails, since these, when worn out, would contain but little steel and could be readily piled and rerolled, the pile being so arranged as to bring the steel in the least vital parts of the rail in case its presence should lead to any unsoundness of the welding. It would appear, however, that an adequate market for old rails could be formed by rerolling them into the form of bars for machinery and other purposes, for which, by reason of their superior strength, they should be more valuable than wrought iron.

MANUFACTURE OF TIRES.

Next in importance to the manufacture of steel rails is that of tires for locomotive and railway carriage wheels. Four years ago it was attempted to weld these up, as in the case of iron from straight bars, but the unreliability of all tires so made was soon apparent, and the attention of manufacturers was directed to discovering some practicable means of producing them without welds. With the exception of the form of the ingot cast for the purpose, the mode of manufacture adopted at all the English works has attained a remarkable degree of uniformity. Mr. Ramsbottom casts his tire ingots in the form of a truncated cone, a usual size being two feet diameter at the bottom, six inches diameter at the top, and thirty inches height. This he hammers on its ends and sides till it assumes the shape of an ordinary flat cheese, with a thickness of about twelve inches. Another heat is then taken on it, and it is then placed under a steam hammer furnished with a pointed conical tool, and by successive blows with this on both sides a hole is forced through the centre of the disk, and this again expanded as the hammering proceeds, till the upper part of the tool, which is flat, comes down upon the tire and consolidates the metal by reducing its thickness. A third heat is then taken, and the ring so formed is placed over a stout beck projecting from the inclined side of an anvil, which maintains the ring in such a position as to give a suitable bevel to the outer face when struck by the hammer, while at the same time its diameter is considerably increased by the operation. After this third hammering it is ready for the rolls, and a fourth and last heat is taken for that purpose. Mr. Ramsbottom holds a patent for the method of punching the tire blocks by a sharp-pointed conical tool without the removal of any of the metal. The form of rolling mill employed by Mr. Ramsbottom is exceedingly complicated, and is the only one of its kind, as far as the writer is aware, which is in use in England, unless it be at the works of the patentee, Mr. Jackson, at Manchester.

At Mr. Allen's works, Sheffield, (H. Bessemer & Co.,) the cheese-shaped blocks are produced from an ingot of the ordinary square form, this being cast sufficiently large to form a number of tires, say four, and then hammered round and cut up into sections, each of a weight suitable for one tire. The central hole is punched by flat-ended punches about eight inches in diameter at the lower end, and perhaps nine inches above, driven in from both sides successively, and knocking out a circular disk about two inches thick as scrap. The blocks used with this process are of less thickness, say seven inches. The hole so formed is slightly enlarged by forcing the ring down over a truncated conical block which is placed on the anvil for the purpose, and subsequently another heat is taken, and the hammering continued on the inclined beck of an anvil, as already described. The weight of the block can be accurately adjusted by varying the thickness at

the time of punching out the central disk, by which means the amount of metal removed will be effected. Another plan adopted by Mr. Allen is to cast annular ingots, sometimes a number one above the other, fed from one gate. These are cast with considerable depth, so as to allow of sufficient hammering to thoroughly consolidate the metal, and the weight is regulated by the size of the central core employed. For rolling the tyres from the hammered rings he employs the tyre-mill, constructed by Messrs. Galloway & Sons, of Manchester, which is the simplest one in use, and gives results probably not at all inferior to those of other more complicated forms. It is the one most generally adopted in England. The only other variation in the tire-making process is, that at some works, for the purpose of avoiding the severe one-sided strain brought upon the hammer by the use of the inclined beck for bevelling the rings, the ring is placed on a stout mandrel supported on a bifurcated anvil, and the necessary bevel is given by a tool of the proper shape with which the hammer is furnished. In Galloway's and most other tyre-rolling machines the roll spindles are placed vertically and extend to a considerable distance below the horizontal bed of the machine. The rolls themselves are situated just above the surface of the latter, with no bearing above them, the spindles being long and stiff enough to resist all the strain coming upon them. The tire is thus readily dropped over the ends of the rolls and removed when finished. Its diameter is determined by a simple sliding gauge, measuring from the centre of the internal roll to the inner face of the tire at its greatest distance from the former. Bessemer steel tires by the above processes are now made in great numbers and give good satisfaction in use. There are some who still prefer the crucible steel for this purpose, but the difference in cost is so largely in favor of the Bessemer metal that it is probable the former will eventually cease to be made.

MANUFACTURE OF BESSEMER PLATES.

The application of the Bessemer process to the production of plates either for boilers or for ships, girders, &c., is one of the most important that could be made. Nevertheless the amount of metal used for this purpose in England falls much below that employed for other purposes. This is due to a certain amount of distrust of steel plates, doubt as to its reliability under varying strains of tension and compression, its capability of being punched and sheared without injury to itself, and of its action under the influence of heat and water as in the fire-box of a boiler. In other countries, as for example Austria, as will be shown when we come to speak of the manufacture as carried on in that country, this has not been the case, and large quantities of plates have been produced and successfully applied to a variety of uses.

The secret of the distrust in regard to Bessemer plates in England is that in nearly all cases the percentage of carbon contained in the metal has been too large. The spiegeleisen used in England is not particularly rich in manganese—seldom exceeding nine per cent. of that element, while it generally contains from four to four and a half per cent. of carbon. It is difficult, therefore, with such materials to deoxygenate the metal sufficiently without introducing also a considerable percentage of carbon. About 0.4 per cent. of the latter is as large an amount as is proper for plates which are to resist severe strains, and though a greater proportion adds materially to the tensile strength of the metal when measured simply by a direct pull, it renders it also much harder and more liable to crack under the treatment to which it is exposed in the ordinary methods of construction. The difficulty in the way of producing good soft plates for boilers or other uses appeared at one time to have been satisfactorily overcome by the substitution of ferro-manganese in the place of the ordinary spiegeleisen. The manufacture of this substance was commenced by a firm in Glasgow as a branch of another business in which they were engaged, and plates made with it as a deoxygenator gave most excellent results. Unfortunately, however, the firm

who had undertaken the manufacture shortly afterward became insolvent, and the patentee of the process has not as yet re-established the manufacture (which requires a considerable expenditure for suitable furnaces) elsewhere in England. Had the use of this substance continued for a longer time, so as to make the excellence of the steel produced with it fully appreciated by the public, there would have been a demand for plates urgent enough to have immediately secured the re-establishment of the manufacture; but in the present state of feeling it may not be so easy to induce the necessary primary outlay, especially as a certain amount of ill feeling is said to exist between the owners of the ferro-manganese patent and the Bessemer interest. The percentage of manganese contained in the alloy produced by the process referred to varied from fifteen to twenty-five. Another kind of ferro-manganese, containing a much larger percentage and produced in Germany by a different process, also the subject of a patent, has been offered in the English market, but at such an exorbitant price that nobody has ventured to buy it. Still, notwithstanding the absence of ferro-manganese, good soft plates are produced at some works, especially those at Bolton. Messrs. Charles Cammell & Co. also make a large number of plates of good quality. The following tests, which they guarantee all their plates to stand, are interesting.

Tensile strain per square inch—thirty-three tons:

Forge test, (hot.)—All plates one inch thick and under to bend hot without fracture to an angle of 180° , both lengthways of the grain and across.

Forge test (cold.)—All plates will admit of bending cold without fracture as follows:

BESSEMER PLATES.

	With the grain.	Across the grain.
1 inch.....	45 $^{\circ}$	25 $^{\circ}$
$\frac{7}{8}$ inch.....	50	30
$\frac{3}{4}$ inch.....	60	40
$\frac{5}{8}$ inch.....	70	50
$\frac{1}{2}$ inch.....	80	60
$\frac{7}{16}$ inch.....	90	70
$\frac{3}{8}$ inch.....	110	80
$\frac{5}{16}$ inch.....	120	90
$\frac{1}{4}$ inch and upwards.....	120	100

To show the comparison of this steel with the regular crucible steel, the guarantee for plates of the latter is also given.

CRUCIBLE STEEL PLATES.

Tensile strain per square inch thirty-eight tons.

	With the grain.	Across the grain.
1 inch.....	50 $^{\circ}$	30 $^{\circ}$
$\frac{7}{8}$ inch.....	60	35
$\frac{3}{4}$ inch.....	75	50
$\frac{5}{8}$ inch.....	90	70
$\frac{1}{2}$ inch.....	110	90
$\frac{7}{16}$ inch.....	130	100
$\frac{3}{8}$ inch.....	150	110
$\frac{5}{16}$ inch.....	180	120
$\frac{1}{4}$ inch and upwards.....	180	120

Probably the spiegeleisen used for this purpose is selected with especial care and may contain as much as eleven per cent. of manganese without an increased proportion of carbon. By a proper system of testing the ingots, as described

above, there should be and is no difficulty in ascertaining just what percentage of carbon is contained in the metal, and so selecting ingots that are suitable for this purpose. With the superior franklinite that we possess, together with the purer irons, there is, apparently, no reason why we should not produce most excellent plates in large quantities, as is already done in Austria.

The manufacture of axles is carried on to a considerable extent, both for locomotives and railway carriages. Locomotive crank shafts are now more frequently made of this material than any other, and with a far greater exemption from breakages. These are usually forged from large rectangular ingots, and twisted to the proper angle as in the case of iron. To bring these large masses down properly with economy requires very heavy hammers, and to meet this want Mr. Ramsbottom has erected at Crewe a thirty-ton hammer, on his patent duplex principle. In order to dispense with the costly foundations necessary to sustain the impact of the falling tup in large hammers, Mr. Ramsbottom designed about five years since a hammer in which the blow should be struck by two heavy masses mounted on wheels, and moving horizontally in opposite directions, so that their momentum should be annihilated in striking the ingot placed between them. In the first of these hammers, in which the weight of each tup was ten tons, the cylinder was placed vertically in a pit beneath the hammer and the piston, connected by inclined links to each tup, so as to communicate motion to them on the rails. The ingot was supported on a suitable table, or between a pair of stout centres, which again rested on a platform capable of being rocked slightly to maintain the ingot always exactly in the centre of the motion of the tups. A number of these hammers are at present in use, and though they constitute the first development of a new idea, they do their work tolerably well, though they need a greater amount of care than an ordinary hammer. In the thirty-ton hammer which has been more recently built, the design has been somewhat modified, and greater simplicity obtained. In this the steam cylinders are horizontal, and placed directly behind each tup, the piston rods being secured to the latter by an elastic packing, so as to relieve the piston from the shock of the blow. To control the motion of the two tups, so that they shall always meet at the same point, a five-threaded screw with a diameter of six inches and a nine-inch pitch, or once and a half its diameter, is placed beneath them, the thread being cut left handed at one end, and right handed at the other. A nut secured to the bottom of each tup works on the portion of the screw beneath it, and as the screw revolves in its bearings each tup advances by the same amount. This arrangement is found to work with but little friction, and is not liable to derangement. The valve gear is made to be worked by hand in the ordinary way. The size of the cylinders and pressure of steam are so proportioned as to make the pressure on each tup the same as its weight, and the blow struck by this hammer is therefore the same as would be given by one of the tups falling by gravity through a distance equal to the combined stroke of the two tups, or seven feet. These hammers have been constructed by Messrs. Thwaites & Carbutt, of Bradford, who have had great experience in this line of business, having perhaps supplied more hammers to the steel makers than any other firm. With the heavy hammers just described, the large ingots for crank axles are brought down to the required size and shape in a very short time. At Crewe it is usual to put two of these ingots into the Siemens furnaces in the evening, and allow them to heat slowly during the night, but one man being required to be in attendance, and then to work them off under the hammer in the morning before breakfast. In sawing off the ends of his finished axle forgings, Mr. Ramsbottom employs a saw seven feet six inches in diameter, running at about nine hundred revolutions per minute, or a speed on the edge of four miles per minute. The cheeks are also sawed out preparatory to turning the crank wrists.

In concluding the account of the Bessemer manufacture, as at present conducted in England, we may observe that while the amount produced is far in excess of that to be found elsewhere, yet from the close competition between the different makers

tending to favor the use of the cheapest materials, and from the naturally rather inferior character of the native iron employed, the quality of the metal is not equal to that produced in countries using better materials. Accordingly the uses to which it has been chiefly devoted have been rails, tires, and axles, together with a certain amount of plates. Notwithstanding this there have been produced, when proper substances have been employed, specimens of the metal which seemed able to undergo almost any test that could be devised. It has been spun into ornamental vessels of shapes such as would bring the most severe strain on the metal without exhibiting any sign of cracking, or bent into the most crucial shapes, with equal evidence of its toughness. We shall see on examining the product of other countries that such qualities in the metal are not at all exceptional, but that when steel of great hardness is not intentionally produced, they always exist.

SWEDEN.

An examination of the specimens of Bessemer steel from Sweden in the Exposition shows us that the metal there produced is of a far superior character to that made in England, and naturally leads to inquiry as to the cause of the difference, and whether we may hope to attain the same success in the United States. First we observe coils of wire of all sizes, down to the very finest, such as No. 47, or even smaller. This they have not been able regularly to produce in England. In the next place we notice a good display of fine cutlery, and the writer is informed by a competent authority that this metal answers so well for this purpose that it is now used almost to the exclusion of any other. This statement is corroborated by the fact that in the miscellaneous classes of the Swedish department, where cutlery occurs not as an exhibition of steel, but merely as a display of workmanship by other parties in the same manner as other articles of merchandise, cases of razors are exhibited with the mark of the kind of steel of which they are made stamped or etched upon them as usual, and these are all "Bessemer," but from a variety of different works, viz: Högbo, Carlsdal, Österby & Söderfors. The ore used in Sweden for producing iron for the Bessemer process is exclusively magnetic, and of a very pure quality. An analysis of a mixture of those used for the iron employed at the Fagersta works before roasting gives the following composition:

Carb. acid.	8.00
Silicium.	17.35
Alumina.	0.95
Lime.	6.50
Magnesia.	4.35
Protoxide of manganese.	3.35
Magnetic oxide.	32.15
Peroxide of iron.	27.40
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	100.05
Phosphoric acid.	03

All the pig made from this mixture of ores the exhibitors state will give a steel without the use of spiegeleisen, which is not at all red short.

The analysis of gray iron from the same works, used for the Bessemer process, is given as follows:

Carbon combined.	1.012
Graphite.	3.527
Silicium.	0.854
Manganese.	1.919
Phosphorus.	0.031
Sulphur.	0.010

The cinder, produced at the same time as the gray iron, shows on analysis a composition of—

Silica	53.30
Alumina	3.00
Lime	21.10
Magnesia	13.95
Protoxide of manganese	7.85
Protoxide of iron	0.90
	<hr/>
	100.10

The analysis of mottled pig, (*la fonte truité*), consisting of two-thirds gray and one-third white, is—

Carbon combined	2.138
Graphite	2.733
Silicium	0.641
Manganese	2.926
Phosphorus	0.026
Sulphur	0.015

Of each of these it is stated that the steel produced without the employment of spiegeleisen is not at all red short, (*cassant à chaud*.) The most noticeable feature in the composition of these irons is the large percentage of manganese which they contain, together with the extremely minute proportion of sulphur. The latter quality is due to the exclusive employment of charcoal in the blast furnaces, together with the adoption of a very high temperature in the roasting kiln. These latter are constructed on Westman's patent, and are made very high and heated by the waste gas drawn from the blast furnaces. The heat is carried as high as is possible without agglomerating the materials, and by this treatment the ore is changed from a hard and compact substance to a very porous one, while at the same time it is stated that any percentage of sulphur less than four per cent. is driven off. The blast furnaces are very small, being generally but eight feet in diameter at the boshes and about three feet at the hearth, with a height of forty feet. With these ores prepared in this manner, such a furnace will yield from seventy to eighty tons per week. It is thought by the best informed engineers in Sweden that these furnaces should be made larger, and in future they probably will be so; but these dimensions represent the furnaces that now exist, and with which the iron in use has been produced.

In the process of conversion, from motives of economy, a fixed form of vessel is employed, instead of one mounted on trunnions, as in England and elsewhere. The tuyeres, about nineteen in number, are placed horizontally just above the bottom of the vessel, and are inclined a little from a radial direction so as to give a rotary motion to the mass of molten metal. An air passage surrounds the vessel at the back of the tuyeres, with a movable plate opposite each to allow access to them. The upper portion of the vessel, from the line of the top of the blast passage, is made removable, for lining, &c.; the bottom of the vessel is slightly inclined towards the taphole, so that the whole of the metal and slag may run off. The metal is run in at a spout in the upper portion of the vessel, and from the fixed position of the vessel it is of course necessary to have the blast on all the time that the metal is being run in and drawn off, to prevent its flowing into the tuyeres. This fact must make it more difficult to regulate the exact amount of decarbonization of the metal, and tend to render the last portion drawn off overdone. The removal of the cinder remaining in the vessel after a blow is not so easily accomplished in the fixed vessel as in the revolving one, as ordinarily used.

Accompanying the analyses of ores and irons, given above, the Fagersta

works exhibit an analysis of the slag from the converter, taken at the close of the process, and it shows the composition to be as follows :

Silica.....	44.30
Alumina.....	10.85
Lime.....	0.65
Magnesia.....	0.45
Protoxide of manganese.....	24.55
Protoxide of iron.....	19.45
	<hr/>
	100.25

The case of specimens exhibited by these works is the most interesting by far in the Exposition. It contains a most extensive collection of pieces of various forms, with which a very elaborate set of experiments has just been made at Mr. D. Kirkaldy's testing works at London, the results of which will be found in Appendix C. The samples are classified according to the percentage of carbon which they contain, and have been tested to show their action under strains of tension, compression, torsion, bending, and, in the case of plates, bulging.

The amount of carbon contained in the steel varies from 0.1 to 1.50 per cent., though most of the experiments were made between the limits of 0.3 and 1.20 per cent. In addition to the large collection of test pieces, they exhibit some railway carriage axles containing 0.3 per cent. of carbon, one being bent double with a radius of curvature at the bend of about 5 inches ; a locomotive axle containing 0.4 per cent., and a tyre having 0.5 per cent. of carbon. There is also, as already mentioned, a fine display of cutlery, razors, some beautiful hand mirrors containing 1.0 per cent., a small drill containing 1.50 per cent., with a plate beside it containing 1.00 per cent., through which it had drilled several holes ; a number of long turnings taken off in a lathe, showing remarkably the absolute continuity of the grain—one of 0.3 per cent. of carbon measures 36 feet in length, and is closely coiled with a diameter of about $\frac{1}{2}$ inch ; another of 0.9 per cent. is 27 feet long and slightly less in diameter. There are also a large number of files, and, as previously mentioned, coils of wire of all sizes, and apparently any required length. A very interesting table of results was obtained from a series of eleven small square bars containing varying percentages of carbon, as follows :

No.	Per cent. of carbon.	Sectional area before elongation, square inches.	Breaking weight, in pounds.	Breaking weight, per square inch.	Section after fracture at point of rupture.	Proportion of ruptured section to original section.	Breaking weight per square inch of ruptured section.	Per cent. of elongation.
1	0.35	.2323	16,262	69,730	.0854	36.65	190,250	12.0
2	0.45	.1448	14,663	100,800	.0996	68.5	147,160	10.3
3	0.45	.1398	14,663	104,300	.1150	81.9	130,300	9.2
4	0.70	.234	29,540	125,800	.2026	86.3	145,750	1.56
5	0.70	.1563	16,074	102,300	.1314	83.46	122,300	4.0
6	0.70	.1515	19,841	131,400	.1400	92.05	141,660	5.4
7	0.70	.1485	17,016	114,100	.1230	82.55	138,240	5.8
8	0.90	.1466	19,935	135,400	.1189	80.80	167,500	6.7
9	1.00	.2338	30,012	128,000	.2242	95.69	133,800	2.3
10	1.00	.1516	20,218	132,700	.1400	91.93	144,300	6.6
11	1.00	.1494	21,726	144,800	.1400	93.31	155,120	4.0

The cost of steel for the more delicate uses, such as razors, &c., is very much less by the Bessemer process than by the old method of remelting in the crucible. The materials in ordinary use are sufficiently pure to give such a steel, and the only special precaution which has to be observed in producing these qualities is to add a sufficient amount of recarbonizing pig to give the required per cent. of carbon, and then in the process of tilting the bars to carefully reject any piece which may show sign of flaw, as would of course be necessary under any circumstances. The total production of Bessemer steel in Sweden in 1864 was 3,178 tons; that of crucible steel exceeded 4,500 tons.

AUSTRIA.

The conditions under which Bessemer metal is produced in Austria are in many respects similar to those existing in Sweden. The iron employed is smelted with charcoal, is nearly free from sulphur and phosphorus, and contains a large percentage of manganese. There are differences in the manner of conducting the process, but these important conditions insure the production of a metal of similar excellence to the Swedish, and, like this, much superior to the ordinary metal produced in England.

The principal works in Austria are at Neuberg, in the province of Styria, and are carried on by the government. The iron is obtained from spathic ores smelted in two furnaces 43 feet high, and yielding from 100 to 150 tons per week. The iron produced is found by analysis to contain 3.46 per cent. of manganese, and, as in Sweden, it is used for recarbonizing in the place of the usual spiegeleisen. Originally a fixed vessel was erected at these works similar to those used in Sweden, but this has been superseded by a pair of three-ton vessels of the ordinary construction. Fixed or Swedish vessels are, however, still in use at other Austrian works. The metal is run directly from the blast furnaces into the converters. Very interesting tables are exhibited by these works, giving analyses of the iron and slag at five periods in its conversion from its condition as tapped from the furnace to its final state as Bessemer metal. These are extremely interesting from the light which they throw upon the relative rapidity with which the components of the pig iron are attacked by the blast, and the permanency of some ingredients, such as phosphorus and copper, during the entire process. The results are as follows :

	As tapped from blast furnace.	After the dis- appearance of the sparks from the con- verter.	After the boil- ing over pe- riod.	End of blow- ing.	After addition of pig for re- carbonization.
IRON.					
Graphite	3.180				
Carbon combined	0.750	2.465	0.949	0.087	0.234
Silicium	1.960	0.443	0.112	0.028	0.033
Phosphorus	0.040	0.040	0.045	0.045	0.044
Sulphur	0.018	Trace.	Trace.	Trace.	Trace.
Manganese	3.460	1.645	0.429	0.113	0.139
Copper	0.085	0.091	0.095	0.120	0.105
Iron	90.507	95.316	98.370	99.607	99.445
SLAG.					
Silica	40.95	46.78	51.75	46.75	47.25
Alumina	8.70	4.65	2.98	2.80	3.45
Protoxide of iron	0.60	6.78	5.50	16.86	15.43
Protoxide of manganese	2.18	37.00	37.90	32.23	31.89
Lime	30.35	2.98	1.76	1.19	1.23
Magnesia	16.32	1.53	0.45	0.52	0.61
Potash	0.18	Trace.	Trace.	Trace.	Trace.
Soda	0.14	Trace.	Trace.	Trace.	Trace.
Sulphur	0.34	Trace.	Trace.	Trace.	Trace.
Phosphorus	0.01	0.03	0.02	0.01	0.01

From each charge blown at these works a small test ingot is cast, and this is immediately reheated and subjected to a number of tests to ascertain the quality of the steel; and according to the results of these trials, all the metal produced is divided into seven grades of varying hardness, No. 1 being a blue steel, containing from 1.12 to 1.58 per cent. of carbon; and No. 7 a soft iron, with from 0.05 to 0.15 per cent.

The test employed consists in hammering the little ingot into a bar, and subjecting it to severe working on the anvil, in a way which would tend to crack it if of a red, short nature, or of inferior quality. It is then heated and plunged into water, and the amount of hardening produced proved by striking it with a hammer, and observing the amount of flexure produced. It is then heated again and bent over upon itself and welded into an eye, the welded portion being drawn out to a small section and broken off. These tests take but a short time, and the expense of making them is insignificant in comparison with the accurate knowledge thereby obtained of the nature of the steel and the purposes for which it is suitable. As a rule, the steel produced at the Neuberg works welds with great facility, and, in fact, all the tires produced here are welded as in the case of iron. A table of the tensile strengths and other properties of steel, of the various classes below No. 2, is exhibited, and is as follows:

	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.
Percentage of combined carbon.	0.88 to 1.12	0.62 to 0.88	0.38 to 0.62	0.15 to 0.38	0.05 to 0.15
Tensile strength, tons per square inch.	63.13 to 74.61	51.65 to 63.13	40.17 to 51.65	34.43 to 40.17	28.69 to 34.43
Extensibility.....	.05	.10 to .05	.20 to .10	.25 to .20	.30 to .25
Hardening.....	with care..	very well.	very well.	feebly.	not at all.
Welding.....	very well as hard cast steel.	very well.	very well.	very well.	very well.

The softest grade is used for wire, sheet steel, &c., and the higher numbers for boiler plate, gun barrels, axles, tires, tools, and cutlery, according to the hardness required.

A printed list gives the price of the steel in various forms delivered at the works, which, reduced to gold dollars, is as follows: ingots, \$77 50; bars, \$138; boiler plate, \$145 50; tires, \$155 50. These prices are little above those charged in England, where coal is abundant and an inferior quality of metal produced.

In other countries than Sweden and Austria, we find nothing that presents any remarkable feature not to be found in English practice. Of course, Krupp is far ahead of all others in respect to the size of the masses that he casts. He exhibits in the Exposition a 40-ton (40,000 kilograms) ingot, intended for a crank shaft, which he states was cast from crucibles. His process of making tires is similar to that in use in England. He first makes a bloom about 6 feet long and 13 inches by 10 inches, and then cuts this up into sections of the required weight. A slit is cut through the middle of these, and they are then worked out into an annular form, and afterwards rolled on a mill of a construction similar to those in use in England, with the exception that the bed, instead of being horizontal, is vertical, as if one of those machines were turned up on its edge. Two mills, one for roughing and one for finishing, are employed. His tire-heating furnaces are placed in a pit at the side of the mill, and are similar to the furnaces of a brass foundry, the tires being laid on the fire by a central crane.

The French also exhibit good specimens of Bessemer metal, but, as already

stated, there seems to be no marked advance on what has been accomplished in England, and it will not be necessary, therefore, to notice in detail the articles they have brought forward.

The manufacture has been established at six works, and the production, in 1866, was as follows:

	<i>Tons.</i>
Compagnie de Terrenoire	1,537
Cie. de Chatillon, Commentry	59
Société d'Imphy, St. Seurin, (Jackson's)	4,858
S. Menans & Cie	000
De Dietrich & Cie	486
Petin, Gaudet & Cie	3,851
Total	<u>10,791</u>

Of this product, 3,687 tons were in the form of rails. In 1863 but three works were in operation, with a total product of 1,857 tons. At the present time the metal produced in France by this process does not stand as high in the opinion of iron-masters as puddled or other steel. It may be that this is due to the nature of the pig iron employed, or it may be due to a lack of experience in the manufacture as compared with other nations.

At the works of Messrs. Petin, Gaudet & Co., near St. Etienne, a pair of six-ton converters have been erected, and a single vessel, capable at present of producing a charge of eight tons, and in which it is expected to make twelve-ton charges when the lining becomes reduced in thickness. This is the largest Bessemer apparatus in France.

Submitted by

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APPENDIX A.—Table showing the analyses of the most important ores of Sweden.

The specimens for analysis represent usually the mass of the ore. If a small number of unroasted pieces have been taken the mark † is affixed; ‡ signifies roasted; * unroasted.

Name of the mine.	Year of working.	Name of chemist.	Percentages of constituents.						Percentages of constituents of earthy matters.						Oxygen of sillicic acid and alumina divided by oxygen of the bases.	Quantity of carbonate of lime or of quartz for the fusion in per cent. of the ore.
			Iron.	Oxide of iron.	Earthy matter.	Phosphorus.	Sulphur.	Other matter.	Silica.	Alumina.	Lime.	Magnesia.	Manganese.			
PROVINCE OF NORRBOTTEN.																
Gällivare:																
Fredrika*	1862	L. Rinman.	66.8	92.3	7.7	0.019	0	.....	75.5	2.1	11.5	22.9	Trace	.....	37.7-72.5=2.7	.....
Hertigen af Upland*	1862	do.	66.7	92.1	7.9	0.74	0	.....	37.5	12.5	37.5	12.5	.....	.....	25.4-15.7=1.6	.....
Robsahm*	1862	do.	63.6	87.8	12.2	0.038	0	.....	50.0	8.8	20.2	21.0	.....	.....	30.1-14.1=2.1	.....
Tingvallskulle*.	1862	do.	65.7	90.7	9.3	0.512	0	.....	44.3	12.2	33.5	8.6	.....	Be: 1.4	28.7-13.7=2.1	.....
Törefors et Gyllen*	1862	do.	68.1	94.0	6.0	0.02	0	.....	55.2	14.6	7.8	22.4	.....	.....	35.6-11.2=3.2	.....
Vätkomma*	1862	do.	64.0	88.4	11.6	0.394	0	.....	62.7	2.7	28.0	6.6	.....	.....	33.9-10.7=3.2	.....
Routivare*.	1862	do.	54.2	74.9	25.1	0.004	Trace	.....	12.4	25.2	5.4	18.3	1.9	Be: 1.3	18.2-21.4=0.8	.....
Lousavare*.	1861	do.	71.3	98.5	1.5	0.105	0	.....	50.0	16.0	1.0	5.2	0.4	Ti: 35.5 Be: 9.2	.....	.....
PROVINCE OF GEFLEBORG.																
Thorsaker:																
Nyång*	1860	O. Troili.	47.50	—	—	0.002	(0.09) ^a	.....	.....	.....	.....	.....	.....	.....	.....	5 p. ct. of lime.
Strand*	1860	do.	48.8	—	—	Trace.	(0.09)	.....	.....	.....	.....	.....	.....	.....	.....	5 p. ct. of lime.
Erik Ers*	1863	L. Rinman.	56.4	77.8	18.8	0.008	Cu. 0.3	C: 3.40	32.2	5.2	29.5	13.3	19.8	.....	19.2-18.2=1.05	.....
Afze*	1863	H. Linnelius.	18.8	26.0	52.0	0.01	0.06	C: 22.0	15.7	8.1	59.0	6.4	10.8	.....	12.0-21.9=0.6	.....
Penning*	1863	G. L. Wetterdal.	46.1	63.7	36.3	0.002	(0.04)	.....	22.3	3.7	16.0	9.4	48.6	.....	13.3-19.3=0.7	.....
Gymas†.	1859	D. A. Kruhs.	36.1	49.9	50.1	0.061	(0.10)	.....	83.5	4.6	7.9	3.3	0.7	.....	45.6-3.7=12.3	.....
PROVINCE OF UPSALA.																
Dannemora:																
A mixture of 4 of the middle field in 1 of the north field†.	1859	Cl. Ullgren.	50.7	69.2	30.8	0.005	0.07	Cu. 0.2	45.0	1.0	26.5	21.3	6.2	.....	23.8-17.5=1.4	.....
of the south field†.	1859	do.	52.3	71.7	28.3	0.008	0.138	Cu. 0.16	48.3	1.4	20.8	20.8	8.7	.....	25.7-16.2=1.6	.....
Norra Kunga*.	1865	B. Fernqvist.	51.2	70.7	21.7	0.0026	0.08	C: 7.6	30.3	3.0	27.4	30.0	9.3	.....	17.1-21.3=0.8	.....
Jord*.	1865	do.	56.1	77.4	18.0	0.0026	0.033	C: 4.6	33.3	2.9	23.0	31.6	9.2	.....	19.0-21.0=0.9	.....
Södra Silfberg*.	1865	do.	62.1	85.8	11.7	0.0033	0.013	C: 2.5	35.2	6.5	23.5	21.7	13.0	.....	21.3-18.3=1.1	.....
Lena: Sablsta*.	1863	L. Rinman.	53.1	80.2	19.8	0.015	0.05	C: trace	68.8	9.1	9.1	12.2	0.8	.....	40.1-7.7=5.2	.....

PROVINCE OF STOCKHOLM.

1862	Wahlö: Wigelsbof	51.3	70.9	29.1	(0.01)	(0.04)	Cu. (0.13)	59.6	1.9	19.0	19.2	0.3	31.9-13.2=2.4
1861	Börstl: Raggazöf	49.7	—	—	(0.026)	(0.03)	Cu. (0.052)	55.7	9.3	27.0	7.2	0.8	23.2-10.7=2.2
1861	Sandf	50.0	—	—	(0.014)	(0.04)	Mn. 0.28	—	—	—	—	—	20.5-18.5=1.1
1863	Hatverö: Herräng*	55.1	—	—	(0.025)	(0.03)	—	36.0	3.9	46.5	12.7	0.9	27.7-16.5=1.7
1863	Do†	57.9	80.0	20.0	(0.025)	(0.03)	—	46.3	7.9	12.7	31.3	1.8	47.3-2.8=16.9
1864	Broby*	50.1	69.2	30.8	(0.01)	(0.04)	Cu. (0.06)	87.1	4.2	4.0	3.8	1.4	—
1862	Utrö†	88.0	52.5	47.5	(0.165)	(0.03)	Mn. 0.47	—	—	—	—	—	—
1863	Do*	45.5	—	—	(0.17)	(0.03)	—	—	—	—	—	—	—
PROVINCE OF STORA-KOPPARBERG.													
1859	Leksand: Sörskog*	43.4	59.9	40.1	0.005	(0.05)	—	63.4	5.1	23.1	5.4	3.0	35.3-9.5=3.7
1861	Qvambäck†	52.5	—	—	(0.04)	(0.03)	—	—	—	—	—	—	33.0-10.9=3.0
1858	Abl: Blackberg†	43.2	59.7	40.3	(0.042)	(0.02)	—	59.3	4.5	30.3	4.9	1.0	33.0-9.7=3.4
1855	Walsarlsberg†	39.2	54.2	45.8	—	(0.01)	—	61.1	2.5	25.0	Trace	11.4	33.7-11.8=2.8
1864	Svärdsjö: Winjerr*	45.2	62.5	37.5	(0.03)	(0.04)	—	56.1	9.8	15.1	18.7	0.3	—
1860	Sjö-grufva*	55.0	—	—	Trace	(0.04)	—	—	—	—	—	—	34.4-10.2=3.4
1860	Harnsarft.	55.9	77.2	22.8	0.026	(0.02)	Mn. 14.3	58.2	8.8	23.8	8.1	1.1	37.4-7.9=4.7
1863	Skumaräng*	49.0	—	—	(0.02)	(0.04)	—	65.0	7.8	23.8	2.2	1.2	—
1856	Tuna: Håstberg†	50.6	69.8	30.2	0.02	(0.02)	—	—	—	—	—	—	27.4-12.9=2.1
1864	Öms-gr.	62.0	—	—	(0.014)	(0.02)	—	—	—	—	—	—	—
1837	Säther: Bispberg*	64.4	88.9	14.1	0.005	(0.05)	—	47.9	5.2	8.8	10.5	27.6	—
1860	O. Trolli.	—	—	—	—	(0.02)	—	—	—	—	—	—	30.1-13.1=2.3
1859	Engelsfors†	55.3	—	—	0.025	(0.02)	—	49.1	9.8	23.5	15.0	2.6	10.7-23.2=0.5
1859	Rällingsberg†	61.0	84.2	15.8	(0.017)	(0.02)	—	18.5	2.3	40.6	16.5	22.1	20.2-17.8=1.1
1861	Garpenberg: Langvik†	43.6	60.2	39.8	(0.02)	(0.05)	—	37.1	1.9	22.6	15.3	23.1	35.7-9.3=3.8
1861	Holm†	47.4	65.5	34.5	(0.02)	(0.05)	—	61.6	8.0	23.7	5.8	0.9	—
1858	Axberg*	47.9	66.1	32.7	0.013	(0.18)	C: 1.2	—	—	—	—	—	41.0-6.9=6.0
1858	Hag†	41.0	—	—	0.014	(0.10)	—	76.6	2.4	7.8	9.4	3.8	30.0-13.2=2.3
1861	Folkärna: Knutsbo†	45.5	62.8	37.2	(0.02)	(0.03)	—	55.7	2.3	30.2	11.0	0.8	—
1859	By: Westersjö†	41.5	57.3	42.7	Trace	(0.04)	—	59.4	19.8	7.9	5.0	—	40.1-5.8=6.0
1861	Grangårde: Vestra Örnberg }	67.6	96.6	3.4	0.065	(0.025)	—	62.1	9.4	20.5	8.0	—	Ce: trace
1861	Lilla Pickgrufva*	60.9	84.1	15.9	1.27	(0.015)	—	60.8	22.9	3.3	3.9	—	Ce: 9.1
1861	Abrahams*	57.3	—	—	0.129	(0.03)	—	—	—	—	—	—	—
1861	Kittel*	—	—	—	—	(0.04)	—	—	—	—	—	—	—
1861	Grängesberg:	—	—	—	—	(0.04)	—	—	—	—	—	—	—
1861	Bredsjöbro†*	65.1	89.9	10.1	0.502	(0.04)	—	39.2	22.1	14.1	24.6	—	Ce: 30.7-13.8=2.2
1861	Galthafvud*	59.0	85.6	14.4	0.132	(0.035)	—	80.7	10.3	4.2	4.8	—	Trace
1861	Enkulle*	57.7	82.5	17.5	0.101	(0.02)	—	77.8	11.7	3.2	7.3	Trace	46.8-3.1=15.1
1862	Godgrufva†	57.6	79.6	20.4	0.04	(0.02)	—	75.8	12.4	5.7	4.8	1.3	45.9-3.9=11.9
1860	Fåbäck†	38.3	—	—	(0.05)	(0.02)	—	—	—	—	—	—	45.2-3.8=11.7
1860	Ludvika:	—	—	—	—	(0.05)	—	—	—	—	—	—	—
1862	Frammundberg Tägt†	52.4	72.4	27.6	(0.05)	(0.04)	—	47.8	23.4	8.2	18.7	1.9	35.8-10.2=3.5
1859	Fumäs†	47.4	—	—	(0.07)	(0.31)	—	—	—	—	—	—	—
1860	Jolke:	—	—	—	—	—	—	—	—	—	—	—	—
1860	Lejon*	53.2	73.4	26.6	0.034	0.09	—	73.4	8.8	4.3	11.8	1.7	42.2-6.3=6.7

8 p. ct. of qtz.

15 p. ct. of lime.

10 p. ct. of lime.

10 p. ct. of lime, & 10 p. ct. qtz.

10 p. ct. of qtz.

10 p. ct. of lime, & 10 p. ct. qtz.

10 p. ct. of lime.

Table showing the analyses of the most important ores of Sweden—Continued.

Name of the mine.	Year of working.	Name of chemist.	Percentages of constituents.					Percentages of constituents of earthy matters.					Oxygen of silicic acid and alumina divided by oxygen of the bases.	Quantity of carbonate of lime or of quartz for the fusion in per cent. of the ore.	
			Iron.	Oxide of iron.	Earthy matter.	Phosphorus.	Sulphur.	Other matter.	Silica.	Alumina.	Lime.	Magnesia.			Manganese.
PROVINCE OF STORA-KOPPARBERG—Continued.															
Folke:															
Laug†	1861	J. N. Björklingson.	45.4	62.6	37.4	0.04	(0.03)	.....	77.2	10.0	8.9	1.5	2.4	.....	44.8-3.6=12.3
Haksberg*	1861	C. G. Ekman.	47.8	.....	.....	(0.20)	(0.03)	.....	.....	.....	.....	.....	.....	.....	.....
Gräsbeg†	1861	J. N. Björklingson.	51.2	.....	.....	0.03	(0.02)	.....	.....	.....	.....	.....	.....	.....	.....
Do†	1859	C. W. Rinman.	44.9	62.0	38.0	0.043	(0.02)	.....	83.1	6.0	2.7	7.8	0.9	.....	46.1-3.9=11.8
Norrberke:															
Östansberg Smed. *	1861	E. Rinman.	46.5	64.2	35.8	3.01	0.06	.....	71.0	7.4	14.2	7.4	.....	.....	40.4-7.0=5.8
Östansberg Tun et Laug*	1859	G. Hjort af Ornäs.	42.3	.....	.....	Trace	(0.7)	.....	.....	.....	.....	.....	.....	.....	.....
Hemgruiva*	1860	A. B. Littorin	42.8	.....	.....	(0.01)	(0.04)	.....	.....	.....	.....	.....	.....	.....	.....
PROVINCE OF WESTERAS.															
Norberg:															
Risberg—Föreungs*.	1863	T. W. Fagerholm.	54.3	74.9	25.1	(0.05)	(0.03)	.....	92.3	2.7	1.6	1.8	1.6	.....	49.3-1.6=31.8
Pantzar*.	1861	L. Rinman.	49.1	70.2	29.8	0.022	0.005	.....	75.9	1.0	19.4	3.7	0	.....	40.7=5.7
Örling†.	1861	J. P. Lundberg.	49.0	67.7	32.3	(0.03)	(0.05)	.....	81.1	3.2	9.8	5.1	0.8	.....	43.7-5.1=8.6
Svartberg*.	1863	H. Klint.	48.1	66.5	33.5	(0.09)	(0.03)	.....	89.4	4.5	2.7	2.4	1.0	.....	48.0-2.3=21.3
Lilla Ny*.	1864	P. Edman.	31.7	43.8	56.2	(0.02)	(0.03)	.....	56.5	8.5	22.5	12.5	.....	.....	33.4-1.5=29.9
Hälphers.	1864	A. Westerberg.	48.9	67.5	32.5	(0.05)	(0.03)	.....	89.0	4.5	0.2	5.1	1.2	.....	48.4-2.4=20.1
Flik*.	1859	A. F. Groth.	48.7	67.3	32.7	0.016	(0.01)	.....	87.9	Trace	7.2	0.8	4.1	.....	45.7-3.3=13.9
Graurot*.	1861	L. Rinman.	51.7	71.4	17.4	Trace	0	C: 11.2	21.6	0	21.0	18.8	38.6	.....	11.2-22.2=0.5
Gröndal*.	1863	E. Dufva.	60.5	83.6	16.4	(0.01)	(0.02)	.....	35.1	6.7	17.6	13.7	26.9	.....	22.4-16.6=1.4
Spetals*.	1864	B. Fernqvist.	49.9	71.4	28.6	0.003	0.006	.....	89.5	1.7	7.9	0.4	0.5	.....	47.3-2.5=18.8
Näsberg*.	1864	do.	30.1	41.7	38.2	0.018	0.23	C: 20.1	23.6	1.0	60.1	11.9	3.4	.....	12.7-22.5=0.6
Skinskatteberg:															
Bastnäs: (Riddarhytta)†.	1859	J. F. Lundberg.	45.6	65.1	34.9	0.009	(0.02)	.....	87.1	4.1	4.3	4.5	Trace	.....	47.2-3.0=15.7
Sala: Springar†.	1857	do.	50.2	69.3	27.6	0.012	0.075	C: 3.10	60.1	12.0	20.6	4.7	2.6	.....	36.9-8.4=4.4
PROVINCE OF ÖREBRO.															
Nya Kopparberg:															
Lomborg: Storbatten*.	1863	C. H. Lundström	49.9	71.3	28.7	0.076	0.04	.....	85.4	8.4	3.9	2.0	0.3	.....	48.3-2.0=24.2
Svartvik*.	1863	do.	48.0	66.3	26.9	0.01	0.05	C: 6.8	36.3	7.8	28.9	17.0	10.0	.....	22.5-17.5=1.3
Do*.	1862	L. Rinman.	53.2	73.6	21.0	Trace	0.043	C: 5.4	39.1	4.6	19.4	19.7	17.2	.....	22.5-13.7=1.6

1860	Ramsberg: Blanka.	do	0.014	0.11	85.9	7.1	1.8	3.2	2.0	48.0-2.3=21.3
1862	Strassa*	do	0.004	Trace	90.8	4.0	3.0	2.2	Trace	49.0-1.7=28.0
1862	Linde: Grånshytte Moss*	do	0.011	Trace	77.0	23.0	0.005	Trace	Trace	42.35-6.3=6.7
1862	Stripa*	do	0.005	Trace	78.9	2.8	8.9	9.4	Trace	28.9-15.3=1.9
1854	Fanthytte: Johannisberg*	J. F. Baer	0.019	0.85	52.4	3.6	14.3	26.0	3.7	9.5-26.0=0.4
1862	Lunnäs Hag*	L. Rinman	0.015	0.13	13.3	5.5	37.8	33.4	10.0	31.3-12.0=2.6
1859	Hellefors: Björnshöjde*	C. H. Lundström	0.20	0.06	50.9	11.5	23.4	12.3	1.9	36.9-8.2=4.5
1863	Smalkäm	do	0.012	0.04	60.4	12.0	17.8	5.0	4.8	30.5-13.6=2.2
1862	Grythytte: Högboon*	L. Rinman	Trace	0.01	54.4	9.1	21.7	18.3	0.5	32.2-13.0=2.5
1856	Nova: Dalkarlsberg—	do	0	0	44.7	19.4	12.0	23.9	0	34.2-11.1=3.2
1859	Flint*	C. L. Rinman	0.057	0	46.3	21.8	12.2	17.5	2.2	33.7-11.7=2.9
1859	Herr*	do	0.083	0	49.5	17.1	11.5	20.2	1.7	38.2-8.1=4.7
1859	Kettil*	do	0.05	0.03	45.9	30.8	7.9	13.3	2.1	24.9-16.8=1.5
1859	Österry ming*	do	0.02	0.02	41.5	7.1	7.4	29.6	14.4	41.4-6.7=6.2
1861	Fall No. 1.	J. F. Lundberg	0.043	0.40	60.6	19.4	10.5	9.1	0.4	49.4-2.1=23.5
1866	Wiker*	L. Rinman	0.023	0.05	91.5	5.6	8.0	10.7	2.2	41.8-7.0=6.0
1866	Asoboberg*	C. H. Lundström	0.019	0.04	73.5	5.6	8.0	10.7	2.2	43.3-5.6=7.7
1866	Striberg*	do	0.016	0.045	75.6	8.5	5.1	9.7	1.1	36.7-9.8=3.7
1866	Svartberg*	do	0.007	0.045	55.2	17.2	7.8	19.0	0.8	
1863	Klacka and Lerberg*	L. Rinman	0.002	0	41.5	7.1	7.4	29.6	14.4	
1862	Hollare: mo*	B. Feruigöirt	Trace	0.05	60.6	19.4	10.5	9.1	0.4	
					91.5	5.6	8.0	10.7	2.2	
					73.5	5.6	8.0	10.7	2.2	
					75.6	8.5	5.1	9.7	1.1	
					55.2	17.2	7.8	19.0	0.8	
					C: 0.02					
					C: 0.05					
					Trace					
1862	Filipstad: Nordmark*	C. H. Lundström	0.02	0.025	55.0	4.7	20.5	16.6	3.2	30.7-13.2=2.3
1863	Brattfors*	L. Rinman	Trace	0.012	56.7	4.1	22.8	13.4	3.0	31.4-12.5=2.5
1863	Taberg, l.*	do	0.013	0.05	59.5	5.6	11.2	23.1	0.6	33.5-12.5=2.7
1863	Taberg, st.*	do	0.013	0.05	57.4	7.2	10.5	23.7	1.2	33.2-12.7=2.6
1862	Eng*	do	0.012	0.03	46.8	6.1	26.3	17.6	3.2	27.2-15.3=1.8
1856	Age*	Cl. Ullgren	0.028	0.21	54.5	4.5	17.1	20.5	3.4	30.4-13.8=2.2
1856	Tersberg: Stor*	L. Svanberg	0.003	0.03	57.1	11.2	11.9	19.6	0.2	35.7-11.2=3.2
1856	Kran*	do	0.008	0.03	57.1	9.5	14.2	18.1	0.1	35.4-11.3=3.1
1865	Gustaf Adolf*	C. H. Lundström	0.008	0.035	51.0	5.0	21.0	22.3	0.7	25-15=1.7
1865	Ö. Hagen*	do	0.007	0.03	62.7	5.5	13.6	17.7	0.5	35.1-11.1=3.2
1863	Jordaskär*	L. Rinman	0.002	0.016	55.0	6.0	24.3	12.1	2.6	32.0-12.1=2.6
1862	Langban	do	0.017	0.024	80.8	5.4	5.9	7.9	Trace	45.6-4.8=9.5
1862	Pagerberg*	C. H. Lundström	0.01	0.33	45.3	8.6	32.8	6.2	7.1	27.6-13.4=2.1

Table showing the analyses of the most important ores of Sweden—Continued.

Name of the mine.	Year of working.	Name of chemist.	Percentages of constituents.						Percentages of constituents of earthy matters.					Oxygen of silicic acid and alumina divided by oxygen of the bases.	Quantity of carbonate of lime or of quartz for the fusion in per cent. of the ore.
			Iron.	Oxide of iron.	Earthy matter.	Phosphorus.	Sulphur.	Other matter.	Silica.	Alumina.	Lime.	Magnesia.	Manganese.		
PROVINCE OF JÖNKÖPING.															
Taberg†	1864	B. Fernqvist.	31.2	43.4	54.0	0.056	0.013	Bitumen and H. 2.6	39.8	10.4	3.1	34.2	0.75	23.1-14.3=2.0	
PROVINCE OF KRONBERG.															
Langhultt	1865	B. Fernqvist.	41.1	56.7	43.3	Trace			47.1	18.5	1.9	11.6	0.5	.....

^a The parenthesis signifies that the analysis for the per cent. of sulphur or phosphorus is made with the regulus of cast-iron, obtained in the small crucible of Sefström's furnace.

^b Other specimens contain more manganese.

APPENDIX B.

Table showing the results of the working of the saw-dust furnace at Munkfors during the year 1866, comparatively, with the results obtained from the charcoal furnaces of the Society of Uddholm.

Year of operation, 1866.	Time in days (24 hours) and hours.	Loops, tons.	Iron detached from the loops and ends cut from bars, tons.	Iron drawn into bars, tons.	Waste, per cent.	Consumption, per ton.				Maximum yield of a single furnace per week, tons.
						Cubic feet saw-dust.	Cubic feet charcoal.	Pounds of wood not coked.	Hours.	
Saw-dust furnace at Munkfors....	206. 11	1,839. 96	104. 99	1,532. 30	11. 77	274	.....	836	0. 31	57. 59
2 charcoal furnaces at Munkfors ..	47. 2	325. 62	18. 20	269. 94	12. 19	.....	133	2, 134	0. 83	20. 64
Sum	253. 13	2,165. 58	123 19	1,802. 24	.....	.....	.....	.....	.....	.....
Charcoal furnace at Stjernfors....	263. 8	1,024. 08	54 12	885. 90	12. 18	.....	157	2, 530	0. 75	23. 29
Charcoal furnace at Gustafsfors...	284. 4	1,076. 77	46 68	893. 53	13. 26	.....	168	2, 706	0. 75	22. 22
<i>The four years preceding, average.</i>										
Charcoal furnace at Munkfors	274. 21	1,067. 72	54 35	889. 87	12. 19	.....	133	2, 134	0. 75	23. 34
Charcoal furnace at Stjernfors....	259. 1	949. 35	41 22	793. 08	12. 66	.....	166	2, 662	0. 78	23. 04
Charcoal furnace at Gustafsfors ..	264. 9	1,008. 65	47 80	836. 97	12. 89	.....	157	2, 530	0. 75	22. 66

The table shows the results for the first year of working of the saw-dust heating furnace. The two coal furnaces served at the same time as reserves, and have only been worked when the other was under repairs. During the first six months the yield was 789 tons of bar-iron, and in the last six months 1,013 tons, of which 557 tons was during the last three months, or at the rate of 2,229 tons per year.

The column containing the consumption of carbon of wood not coked per ton is calculated on the assumption that a cubic foot of charcoal contains eight pounds of pure carbon, and that 50 per cent. of the richness of the wood in carbon is lost in coking. The column shows, therefore, the real consumption of carbon per ton of iron made.

All the parts of the furnace are easy to manage, and all the work is regular and solid. The reheating furnace is rarely repaired oftener than every five or six weeks; the repairs only require one or two days at most. The most frequent are only the upper portions of the regenerators, which require to be changed. The condenser is only opened and examined two or three times per year. The gas generator is not cleaned during the week, unless this precaution is rendered necessary by the use of impure saw-dust, or dust mixed with sand; and, in any case, this presents no obstacle to the work. Usually the cinders formed during the week are piled at the side of the neighboring wall every Saturday evening when the work is finished, and it is not necessary to undertake a careful cleaning or to remove the refuse, except when the generators are prepared. The tube of the conduit between the gas generator and the condenser requires to be cleaned every week; but this cleaning, which can be easily made during the working of the furnace, does not prevent the heating. Also generators of a larger size require cleaning much less often.

In comparing the consumption of fuel in the saw-dust furnace with that of the charcoal furnaces, it will be seen that the first was able to heat 3 cwt. of iron with the same quantity of combustible that the latter would have required for 1 cwt., and this though the former works with wet fuel.

The latest results of the saw-dust furnace are as follows: From November 10, 1866, to April 18, 1867, or during 105 days of 24 hours, a yield of 926 tons of bar-iron, with a waste of 12.04 per cent., and with 268 cubic feet saw-dust per ton of iron. One week showed a yield of 56.18 tons, with 219 cubic feet per ton, the waste being only 9.9 per cent. At present the waste does not exceed 11 per cent.

APRIL, 1867.

APPENDIX C.

TABLES OF EXPERIMENTS MADE BY DAVID KIRKALDY ON BESSEMER STEEL AND SWEDISH IRON.

General abstract of the results of experiments to ascertain the mechanical properties of eleven bars of billet-iron from the Degerfors Iron Works, Sweden.

Brand.	PULLING STRESS: LENGTH=NINE DIAMETERS.							THRUSTING STRESS: LENGTH=ONE DIAMETER.				
	Test number.	Elastic stress per square inch.	Ultimate stress per square inch.	Ratio of elastic to ultimate.	Contraction of area at fracture.	Ultimate permanent extension.	Effects.	Test number.	Ultimate stress per square inch.	Ultimate permanent depression.	Effects.	
+	B	Lbs.	Lbs.	Pr.ct.	Pr.ct.	Pr.ct.		B	Lbs.	Inch.	Pr.ct.	
H.....	1617	20,500	43,032	47.6	71.7	40.0	Fractured very slowly.	1598	100,000	.323	28.6	Bulged, uncracked.
Ditto..	1597	19,500	42,624	45.8	73.6	42.7	do.....	1608	100,000	.327	29.0	Ditto.
Ditto..	1607	19,000	42,528	44.7	72.7	40.5	do.....	1618	100,000	.329	29.2	Ditto.
Ditto..	1622	19,000	41,548	45.7	73.6	40.2	do.....	1623	100,000	.335	29.7	Ditto.
		19,500	42,433	45.9	72.9	40.8			100,000	.328	29.1	
AW ..	1323	18,500	41,832	44.2	69.8	40.8	do.....	1324	100,000	.328	29.1	Ditto.
Ditto..	1313	18,000	41,924	43.0	67.8	38.1	do.....	1314	100,000	.347	30.7	Ditto.
		18,250	41,878	43.6	68.8	39.5			100,000	.338	29.9	
WC ...	1293	20,000	44,532	44.9	55.8	31.5	do.....	1299	100,000	.320	28.3	Ditto.
Ditto..	1298	19,750	43,780	45.1	75.4	40.0	do.....	1294	100,000	.328	29.1	Ditto.
Ditto..	1303	18,000	42,048	42.8	73.6	41.2	do.....	1304	100,000	.348	30.8	Ditto.
Ditto..	1288	18,500	40,272	45.9	74.5	39.6	do.....	1289	100,000	.351	31.1	Ditto.
Ditto..	1308	17,750	40,096	44.2	66.8	36.4	do.....	1309	100,000	.370	32.8	Ditto.
		18,800	42,145	44.6	69.2	37.7			100,000	.343	30.4	

General abstract of the results of experiments, &c.—Continued.

Brand.	BENDING STRESS: DISTANCE BETWEEN SUPPORTS = TWENTY INCHES.								Effects.
	Test number.	Elastic stress.	Ultimate stress.	Ratio of elastic to ultimate.	Deflection with 2,000 lbs. per B D ² .	Elastic stress. B D ² .	Ultimate stress. B D ² .	Value of S. $S = \frac{L W}{4 B D^2}$	
+	B								
H.....	1621	7,250	15,404	47.1	2.26	1,057	2,246	11,230	Uncracked; bent five inches.
Ditto..	1616	7,250	15,412	47.0	2.32	1,057	2,247	11,235	Ditto.
Ditto..	1606	7,100	15,110	46.9	2.58	1,034	2,203	11,015	Ditto.
Ditto..	1596	6,950	14,890	46.7	2.66	1,013	2,176	10,855	Ditto.
		7,138	15,204	46.9	2.46	1,040	2,217	11,084	
AW ..	1312	7,200	15,616	46.1	2.15	1,049	2,276	11,380	Ditto.
Ditto..	1322	7,050	15,060	46.7	2.44	1,028	2,196	10,980	Ditto.
		7,125	15,338	46.4	2.30	1,038	2,236	11,180	
WC ...	1287	7,200	15,728	45.8	1.88	1,049	2,293	11,465	Ditto.
Ditto..	1292	6,780	15,320	44.2	2.37	988	2,234	11,170	Ditto.
Ditto..	1297	6,500	15,256	43.2	2.45	947	2,224	11,120	Ditto.
Ditto..	1302	6,400	15,020	42.6	2.50	933	2,189	10,945	Ditto.
Ditto..	1307	6,250	14,318	43.6	3.14	911	2,087	10,435	Ditto.
		6,626	15,128	43.8	2.47	965	2,205	11,026	

DAVID KIRKALDY.

GROVE, SOUTHWARK STREET, LONDON, S.E., July 20, 1867.

Messrs. A. FRODING & Co., Gothenburg, Sweden.
Per Mr. S. H. LUNDH, 9B, New Broad street, London.

PULLING STRESS.

Test number.	Billets stamped.	Description.	ORIGINAL		STRESS IN POUNDS PER SQUARE INCH.—EXTENSION AND SET, INCH.																			
			Diam.	Area.	20,000.	21,000.	22,000.	23,000.	24,000.	25,000.	26,000.	27,000.	28,000.	29,000.	30,000.	31,000.	32,000.	33,000.	34,000.	35,000.	36,000.	37,000.	38,000.	39,000.
B																								
1405.....	0.1	Turned down and polished.	1.128	1.0000	.040 Set.	.041	.043	.044	.045	.047	.048	.050	0.52	0.54	.056	.057	.058	.059	.060	.062	.063	.064	.066	.067
1404.....	0.1	..... do.....	1.128	1.0000	.040 Set.	.042	.043	.044	.046	.047	.048	.049	.050	.052	.053	.055	.057	.058	.060	.062	.064	.071	.084	.132
1403.....	0.1	..... do.....	1.128	1.0000	.040 Set.	.042	.044	.046	.048	.051	.058	.065	.070	.078	.087	.108	.143	.173	.218	.251	.303	.332	.391	.484
1406.....	0.1	..... do.....	1.128	1.0000	.036 Set.	.037	.038	.042	.050	.060	0.71	.088	.102	.118	.138	.167	.215	.269	.304	.335	.398	.429	.500	.542

Test number.	STRESS IN POUNDS PER SQUARE INCH.—EXTENSION AND SET, INCH.														FRACTURED.				Ultimate stress per sq. inch of fractured area.	EXTENSION.	
	40,000.	41,000.	42,000.	43,000.	44,000.	45,000.	46,000.	47,000.	48,000.	49,000.	50,000.	51,000.	52,000.	53,000.	Diam.	Area.	Area.	Difference.			Total.	Per cent.
B	.069	.070	.071	.072	.073	.139	.150	.166	.191	.217	.261	.291	.360	.401	Pounds. 53,924	Sq. inch. .2922	Sq. inch. .7078		70.78	Inch. 1.08	10.8
	.146	.166	.196	.220	.254	.293	.347	.380	.458	.521	.666	.866	.261		Pounds. 51,640	.2552	.7448		74.48	1.61	16.1
	.070	.124	.179	.268	.268	.268	.268	.268	.376		.577				47,392	.2642	.7358		73.58	2.10	21.0
	.518	.568	.653	.748	.868	1.04	1.25	1.56							46,896	.2552	.7448		74.48	2.51	25.1
1405.....	.577		.752	.935	1.10	1.31	1.65														
1404.....																					
1403.....																					
1406.....																					

Results of experiments to ascertain the resistance to extension, set, and rupture of a pulling stress, &c.—Continued.

THRUSTING STRESS.															
Test number.	Billots stamped.	Description.	ORIGINAL			STRESS IN POUNDS PER SQUARE INCH.—PERMANENT DEPRESSION, INCH.									
			Height. <i>Inch.</i>	Diameter. <i>Inch.</i>	Area. <i>Square inch.</i>	36,000.	44,000.	52,000.	60,000.	68,000.	76,000.	84,000.	92,000.	100,000.	108,000.
B		Turned down and polished.....	1.127	1.128	1.0000	.000	.022	.049	.079	.124	.168	.208	.242	.280	.320
1401.....	0.1	.....do.....	1.126	1.128	1.0000	.008	.029	.054	.086	.128	.164	.203	.236	.276	.317
1402.....	0.1	.....do.....	1.127	1.128	1.0000	.009	.030	.059	.089	.131	.169	.209	.250	.290	.328
1399.....	0.1	.....do.....	1.124	1.128	1.0000	.010	.031	.063	.097	.141	.182	.222	.260	.300	.340
1400.....	0.1	.....do.....													

Test number.	STRESS IN POUNDS PER SQUARE INCH.—PERMANENT DEPRESSION, INCH.										Ultimate stress per square inch.		Ultimate permanent depression.		Remarks.
	116,000.	124,000.	132,000.	140,000.	148,000.	156,000.	164,000.	172,000.	180,000.	188,000.	196,000.	Pounds.	<i>Inch.</i>	<i>Per cent.</i>	
B												200,000	.580	51.4	Unpacked.
1401.....	.360	.392	.420	.442	.466	.488	.505	.528	.546	.560	.578	200,000	.580	51.4	Ditto.
1402.....	.356	.385	.412	.436	.460	.482	.500	.519	.535	.550	.568	200,000	.570	50.6	Ditto.
1399.....	.367	.394	.421	.452	.476	.500	.520	.543	.558	.572	.590	200,000	.593	52.6	Ditto.
1400.....	.378	.413	.440	.462	.487	.502	.522	.545	.558	.571	.589	200,000	.592	52.7	Ditto.

DAVID KIRKALDY.

GROVE, SOUTHWARK STREET, LONDON, S. E., June 1, 1897.
 CHRISTIAN ASPELIN, Esq., Norberg and Fagersta, Sweden.
 Agent, Mr. S. H. LUNDH, 9B, New Broad Street, London.

General abstract of the results of experiments to ascertain the mechanical properties, &c., of twelve hammered bars of Fagersta steel of various degrees of hardness, manufactured by Christian Aspelin, esq., Sweden.

Bars stamped.	PULLING STRESS: LENGTH = NINE DIAMETERS.							THRUSTING STRESS: LENGTH = ONE DIAMETER.					
	Test number.	Elastic stress per square inch.	Ultimate stress per square inch.	Ratio of elasticity to rupture.	Contraction of area at fracture.	Ultimate permanent extension.	Effects.	Test number.	Elastic stress per square inch.	Ultimate stress per square inch.	Ultimate permanent depression.		Effects.
1. 2	B 1068	Lbs. 63,000	Lbs. 81,952	Per ct. 76.8	Per ct. 3.23	Per ct. 1.7	Fractured suddenly.	1070	Lbs 65,000	Lbs. 200,000	Inch. .278	Per ct. 24.6	Bulged.
1. 2	1078	60,000	81,424	73.7	1.48	1.4	.....do	1080	63,000	200,000	.215	19.0	Ditto.
1. 2	1088	63,500	92,224	68.8	3.23	2.2		1090	64,000	200,000	.216	19.1	Ditto.
		62,167	85,200	73.1	2.65	1.8			64,000	200,000	.236	20.9	
0.9	1098	63,000	112,976	55.8	4.97	3.7	.....do	1100	65,000	200,000	.222	19.7	Ditto.
0.9	1108	63,000	109,952	57.3	8.39	7.9	.....do	1110	63,000	200,000	.265	23.5	Ditto.
0.9	1118	63,000	96,912	65.0	4.97	3.6	.....do	1120	60,000	200,000	.270	23.9	Ditto.
		63,000	106,613	59.4	6.11	5.1			62,666	200,000	.252	22.4	
0.6	1128	63,000	101,232	62.2	21.46	5.5	.....do	1130	62,000	200,000	.290	25.7	Ditto.
0.6	1138	53,000	97,968	54.1	10.08	5.7	.....do	1140	56,000	200,000	.314	27.8	Ditto.
0.6	1148	58,000	108,696	53.4	11.75	8.7	.....do	1150	62,000	200,000	.278	24.6	Ditto.
		58,000	102,632	56.6	14.43	6.6			60,000	200,000	.294	26.0	
0.3	1158	45,000	61,288	73.4	61.52	22.1	Slowly ...	1160	38,000	200,000	.546	48.4	Ditto.
0.3	1168	41,000	63,120	64.9	60.42	16.2	.....do	1170	41,000	200,000	.522	46.2	Ditto.
0.3	1178	43,000	59,528	72.2	62.61	11.2	.....do	1180	38,000	200,000	.562	49.8	Ditto.
		43,000	61,312	70.3	61.52	16.5			39,000	200,000	.543	48.1	

General abstract of the results of experiments, &c.—Continued.

Bars stamped.	THRUSTING STRESS: LENGTH = TWO DIAMETERS.						THRUSTING STRESS: LENGTH = FOUR DIAMETERS.					
	Test number.	Elastic stress per square inch.	Ultimate stress per square inch.	Ultimate permanent depression.		Effects.	Test number.	Elastic stress per square inch.	Ultimate stress per square inch.	Ultimate permanent depression.		Effects.
1. 2	B 1071	Lbs. 65,000	Lbs. 157,920	Inch.	Per ct.	Detruded..	B 1072	Lbs. 63,000	Lbs. 124,260	Inch. .486	Per ct. 10.8	Skewed.
1. 2	1081	62,000	175,800	.....	.....	....do	1082	63,000	140,120	.222	4.9	Ditto.
1. 2	1091	63,000	176,000	.775	34.4	Skewed...	1092	61,000	135,610	.492	10.9	Ditto.
		63,333	169,907	.....	.....	....do		62,333	133,333	.400	8.9	
0.9	1101	58,000	184,000	.702	31.2	....do	1102	57,000	135,800	.410	9.1	Ditto.
0.9	1111	59,000	179,860	.....	.....	Detruded..	1112	59,000	115,880	.390	8.7	Ditto.
0.9	1121	59,000	156,000	.410	18.2	Skewed...	1122	60,000	100,000	.112	2.5	Ditto.
		58,666	173,287	.....	.....	....do		58,666	117,560	.304	6.8	
0.6	1131	60,000	156,000	.470	20.9	....do	1132	55,000	100,000	.143	3.2	Ditto.
0.6	1141	52,000	156,000	.638	28.4	....do	1142	50,000	100,000	.180	4.0	Ditto.
0.6	1151	60,000	156,000	.442	19.7	....do	1152	55,000	116,000	.422	9.4	Ditto.
		57,333	156,000	.517	23.0	....do		53,333	105,333	.248	5.5	
0.3	1161	43,000	140,000	1.02	45.3	....do	1162	40,000	82,260	.931	20.7	Buckled.
0.3	1171	43,000	124,000	0.92	40.9	....do	1172	40,000	71,920	.502	11.2	Ditto.
0.3	1181	40,000	100,000	.547	24.3	....do	1182	43,000	91,100	1.10	24.4	Ditto.
		42,000	121,333	.829	36.8			41,000	81,760	.844	18.8	

General abstract of the results of experiments, &c.—Continued.

THRUSTING STRESS: LENGTH=EIGHT DIAMETERS.							SHEARING STRESS: ON EACH END OF SPECIMEN.						
Bars stamped.	Test number.	Elastic stress per square inch.	Ultimate stress per square inch.	Ultimate permanent depression.		Effects.	Bars stamped.	Test number.	Shearing stress per square inch.	Pulling stress per square inch.	Ratio of shearing to pulling stress.	Distortion before rupture.	Effects.
	B	Lbs.	Lbs.	Inch.	Per ct.			B	Lbs.	Lbs.	Per ct.	Inch.	
1. 2	1073	60,000	94,200	.325	3.6	Buckled.	1. 2	1074	62,425	81,952	76.2	.192	Fractured
1. 2	1083	63,000	112,320	.....	.....	Buckled and then snapped.	1. 2	1084	58,050	81,424	71.3	.179	Ditto.
							1. 2	1094	63,760	92,224	69.1	.208	Ditto.
									61,412	85,200	73.3	.193	
1. 2	1093	62,000	100,000	.164	1.8	Buckled.	0. 9	1104	82,250	112,976	72.8	.286	Ditto.
		61,666	102,173				0. 9	1114	82,140	109,952	75.6	.222	Ditto.
0. 9	1103	57,000	97,100	.448	5.0	Ditto.	0. 9	1124	74,880	96,912	77.2	.240	Ditto.
0. 9	1113	58,000	92,300	.312	3.5	Ditto.			79,737	106,613	75.2	.249	
0. 9	1123	59,000	96,220	.212	2.4	Ditto.	0. 6	1134	73,910	101,232	73.0	.280	Ditto.
		58,000	95,207	.324	3.6		0. 6	1144	69,985	97,968	70.0	.275	Ditto.
0. 6	1133	54,000	83,000	.342	3.8	Ditto.	0. 6	1154	71,050	108,696	65.4	.288	Ditto.
0. 6	1143	50,000	82,500	.383	4.3	Ditto.			71,648	102,632	69.5	.281	
0. 6	1153	54,000	88,980	.340	3.8	Ditto.	0. 3	1164	43,110	61,288	70.3	.328	Ditto.
		52,666	84,827	.355	4.0		0. 3	1174	49,170	63,120	77.8	.341	Ditto.
0. 3	1163	37,000	47,920	.402	4.5	Ditto.	0. 3	1184	43,950	59,578	73.8	.300	Ditto.
0. 3	1173	43,000	45,500	.442	4.9	Ditto.			45,410	61,312	74.0	.323	
0. 3	1183	42,000	49,120	.460	5.1	Ditto.							
		40,666	47,513	.435	4.8								

General abstract of the results of experiments, &c.—Continued.

TWISTING STRESS: LENGTH OF LEVER=TWELVE INCHES.—LENGTH FOR TORSION=EIGHT DIAMETERS.

Test number.	Elastic stress per square inch.	Ultimate stress per square inch.	Ratio of elastic to ultimate.	Ultimate torsion.	Effects.
B	Lbs.	Lbs.	Per cent.	1 turn = 1,000.	
1069.....	1,080	1,849	58.4	{ 0.207	One end fractured.
				{ 0.220	Other end fractured.
1079.....	1,150	2,165	51.3	{ 0.228	One end fractured.
				{ 0.307	Other end fractured.
1089.....	1,175	2,345	50.1	{ 0.375	One end fractured.
				{ 0.410	Other end fractured.
	1,135	2,120	53.9	0.291	
1099.....	1,150	2,478	46.4	{ 0.727	One end fractured.
				{ 0.770	Other end fractured.
1109.....	1,075	2,251	47.8	{ 0.625	One end fractured.
				{ 0.800	Other end uncracked.
1119.....	1,150	2,280	50.4	{ 0.897	One end fractured.
				{ 0.938	Other end fractured.
	1,125	2,336	48.2	0.793	
1129.....	1,075	2,188	49.1	{ 0.897	One end fractured.
				{ 1.255	Other end fractured.
1139.....	1,050	2,233	47.0	{ 0.750	One end fractured.
				{ 1.040	Other end uncracked.
1149.....	1,125	2,362	48.9	{ 1.013	One end fractured.
				{ 1.170	Other end fractured.
	1,083	2,261	48.3	1.021	
1159.....	750	1,478	50.7	{ 3.053	One end fractured.
				{ 3.576	Other end fractured.
1169.....	780	1,538	50.7	{ 2.535	One end fractured.
				{ 3.140	Other end uncracked.
1179.....	760	1,545	49.2	{ 3.283	One end fractured.
				{ 3.725	Other end partly fractured.
	763	1,520	50.2	3.219	

General abstract of the results of experiments, &c.—Continued.

BENDING STRESS: DISTANCE BETWEEN SUPPORTS=TWENTY INCHES.									
Bars stamped.	Test number.	Elastic stress, total.	Ultimate stress, total.	Ratio of elastic to ultimate.	Ultimate deflection.	Elastic stress. $\frac{L}{B D^2}$.	Ultimate stress. $\frac{L}{B D^2}$.	Value of S. $\frac{L W}{4 B D^2}$.	Effects.
	B	Lbs.	Lbs.	Percent.	Inch.				
1.2	1075	20,400	30,496	66.9	0.75	2,974	4,446	22,230	Fractured.
1.2	1085	21,200	32,896	69.5	0.72	3,091	4,796	23,980	Ditto.
1.2	1095	21,800	35,376	61.6	0.87	3,178	5,157	25,785	Ditto.
		21,133	32,589	66.0	0.78	3,081	4,800	24,000	
0.9	1105	21,800	43,820	50.0	1.46	3,178	6,388	31,940	Ditto.
0.9	1115	21,200	44,552	47.6	1.62	3,091	6,495	32,475	Ditto.
0.9	1125	22,100	43,128	51.2	1.38	3,222	6,288	31,440	Ditto.
		21,700	43,833	49.6	1.49	3,164	6,390	31,950	
0.6	1135	18,800	40,260	46.7	3.15	2,741	5,870	29,350	Ditto.
0.6	1145	17,800	36,200	49.1	3.56	2,595	5,277	26,385	Uncracked; removed.
0.6	1155	18,400	38,120	48.2	3.22	2,682	5,558	27,790	Ditto.
		18,333	38,145	48.0	3.31	2,673	5,568	27,840	
0.3	1165	13,700	24,420	56.1	5.22	2,000	3,560	17,800	Ditto.
0.3	1175	15,200	23,280	65.3	5.05	2,216	3,394	16,970	Ditto.
0.3	1185	18,400	28,150	65.4	5.05	2,682	4,104	20,520	Ditto.
		15,767	25,283	62.3	5.11	2,299	3,686	18,430	

DAVID KIRKALDY.

GROVE, SOUTHWARK STREET, LONDON, S.E., June 1, 1867.

CHRISTIAN ASPELIN, Esq., *Norberg and Fagersta, Sweden.*
Agent, Mr. S. H. LUNDH, 9B, *New Broad street, London.**Results of experiments to ascertain the mechanical properties of nine rolled plates of Fagersta steel of various degrees of hardness, manufactured by Christian Aspelin, esq., Sweden.*

PULLING STRESS.												
Plates stamped.	Test number.	Original size.	Original area.	Total ultimate stress.	Ultimate stress per square inch of original area.	Size of fracture.	Area of fracture.	Difference of fractured area.		Stress per square inch of fractured area.	Total extension.	
	B	Inch.	Sq.in.	Lbs.	Lbs.	Inch.	Sq.in.	Sq.in.	Pr. ct.	Lbs.	Inch.	Pr. ct.
0.9	1198	2.50 × .28	.700	76,800	109,714	2.19 × .25	.548	.152	21.7	130,000	1.57	15.7
0.9	1199	2.50 × .28	.700	74,250	106,071	2.36 × .26	.614	.086	12.3	130,000	0.86	8.6
0.9	1189	2.52 × .27	.680	70,020	102,972	2.35 × .25	.587	.093	13.7	122,475	0.92	9.2
0.9	1188	2.52 × .27	.680	68,010	100,015	2.25 × .24	.540	.140	20.6	122,475	1.35	13.5
0.9	1194	2.50 × .27	.675	65,160	96,533	2.44 × .26	.634	.041	6.1	100,480	0.47	4.7
0.9	1193	2.50 × .27	.675	62,550	92,666	2.45 × .26	.637	.038	5.6	100,480	0.41	4.1
					101,328				13.3	117,653		9.3
0.6	1213	2.50 × .28	.700	70,670	100,956	2.29 × .25	.573	.127	18.1	127,012	1.24	12.4
0.6	1214	2.50 × .28	.700	70,440	100,630	2.24 × .24	.538	.162	23.1	127,012	1.11	11.1
0.6	1204	2.50 × .28	.700	73,280	100,469	2.40 × .26	.624	.076	10.9	125,540	0.68	6.8
0.6	1203	2.50 × .28	.700	67,450	96,357	2.16 × .23	.497	.103	14.7	125,540	1.64	16.4
0.6	1208	2.48 × .28	.694	66,910	96,412	2.20 × .24	.528	.166	24.0	111,218	1.42	14.2
0.6	1209	2.48 × .28	.694	60,880	87,240	2.39 × .26	.621	.073	10.5	111,218	0.69	6.9
					97,011				16.9	121,257		11.3
0.3	1640	2.51 × .25	.627	49,940	79,650	2.03 × .17	.345	.282	45.0	126,484	1.29	12.9
0.3	1639	2.51 × .25	.627	46,820	74,637	2.10 × .20	.420	.207	33.0	126,484	1.92	19.2
0.3	1649	2.51 × .27	.677	47,440	70,074	2.07 × .15	.310	.367	54.2	138,554	1.91	19.1
0.3	1650	2.51 × .27	.677	45,530	67,253	2.12 × .17	.361	.316	46.7	138,554	1.00	10.0
0.3	1645	2.51 × .25	.627	43,415	69,242	2.00 × .17	.340	.287	45.8	125,900	1.27	12.7
0.3	1644	2.51 × .25	.627	40,055	63,884	2.02 × .17	.323	.304	48.5	125,900	1.94	19.4
					70,790				45.5	130,313		15.5

Results of experiments to ascertain the mechanical properties, &c.—Continued.

BULGING STRESS.

Stamped.	Test No.	Thickness of plate.	Stress in pounds.—Bulged, inch.					Ultimate.	
			5,000.	25,000.	50,000.	75,000.	100,000.	Bulge.	Stress.
	B								
0.9	1202	0.28	.123	.756	1.25	1.60	2.00	2.00	100,000
0.9	1197	0.27	.149	.846	1.42	1.81	2.22	2.59	120,000
								2.30	111,000
0.6	1212	0.28	.145	.759	1.31	1.73	2.14	2.52	120,000
0.6	1207	0.28	.153	.812	1.37	1.80	2.23	2.61	120,000
								2.57	120,000
0.3	1643	0.25	.208	.987	1.74	2.39	-----	3.68	99,760
0.3	1648	0.25	.211	1.03	1.77	.242	-----	4.40	98,432
								4.04	99,096

PUNCHING STRESS.

Stamped.	Test No.	Thickness	Ultimate stress per square inch.		Stamped.	Test No.	Thickness	Ultimate stress per square inch.	
	B					B			
0.9	1201	0.28	78,200	76,320	0.6	1205	0.28	72,200	70,350
0.9	1200	0.28	77,200	76,940				74,217	
0.9	1191	0.27	75,290	74,380	0.3	1651	0.27	53,900	53,150
0.9	1190	0.27	74,330	73,360	0.3	1652	0.27	53,000	52,980
				75,752	0.3	1642	0.25	49,860	49,840
0.6	1216	0.28	77,830	77,220	0.3	1641	0.25	49,420	49,260
0.6	1215	0.28	75,620	75,100				51,426	
0.6	1206	0.28	73,150	71,270					

GROVE, SOUTHWARK STREET, LONDON, S.E., June 1, 1867.
CHRISTIAN ASPELIN, Esq., *Norberg and Fagersta, Sweden.*
Agent, Mr. S. H. LUNDH, 9B *New Broad street, London.*

DAVID KIRKALDY.

APPENDIX D.

TRANSCRIPTS OF THE PRUSSIAN, FRENCH, AND ENGLISH LAWS, UNDER WHICH CO-OPERATIVE ASSOCIATIONS ARE ORGANIZED.

Prussian law granting corporate rights to co-operative associations.

We, William, by the grace of God King of Prussia, &c., enact, with the consent of the two houses of our Landtag, as follows :

PART I.—*Of the formation of the association.*

SECTION 1. Societies with unlimited membership, whose object it is by the transaction of business in common to enlarge credit, increase the trade, profits, and further the household economy of their members, viz :

1. Loan and credit unions ;
 2. Raw material and store unions ;
 3. Unions for the production and sale of finished wares on a common account, (productive association ;)
 4. Unions for the purchase of the necessities of life wholesale and the selling them retail, (consumption associations ;)
 5. Unions for providing members of such unions with dwelling houses ;
- Acquire under the conditions hereinafter described the rights designated in the present law as those of "registered associations."

SEC. 2. The requisites to the constitution of such associations are—

1. The drawing up of the statutes in writing.
2. The assumption of a common name, (firma.)

The name of the association must be derived from the object of the undertaking, and have affixed to it the title "registered association."

Neither the names of the members, (associates,) nor those of any other persons, must appear in the name of the association. Every new name must be clearly distinguished from those of any previously existing registered association in the same locality.

SEC. 3. The statutes must contain—

1. The name and seat of the association.
2. The object of the undertaking.
3. The duration of the association in the event of the same being established for a limited period only.
4. The conditions under which members join and leave the association.
5. The amount of the shares of the several associates, and the way in which these shares are paid up.
6. The principle upon which the balance sheet is drawn up and the profits are reckoned, and the way in which the balance sheet is audited.
7. The mode of election and the composition of the managing body, and the forms under which the members of this body are invested with their full powers.
8. The forms used in convoking the associates.
9. The conditions under which the associates exercise their votes.
10. The subjects which are not decided by a simple majority of the associates present at a general meeting, but which require a larger proportion of votes or other conditions.
11. The forms used by the association in making its announcements, and the public journals in which these announcements are made.
12. The condition that all the associates are jointly and severally liable for the debts of the association, and that this liability extends to the whole of their private estate.

SEC. 4. The statutes of the association must be deposited with the commercial tribunal of the district in which the association has its seat, and be entered in the register of associations, which shall form part of the general commercial register. An extract of the statutes must be published containing the following points :

1. The date of the statute.
2. The name and seat of the association.
3. The object of the undertaking.
4. The duration of the undertaking, if limited to a definite period.
5. The names and domiciles of the managing body.
6. The form in which the announcements of the association are made, and the public journals in which they are made.

At the same time public notice is to be given of the fact that the list of the associates is at all times open to inspection at the tribunal of commerce.

If the statute determines the form in which the managing body gives expression to its resolutions and signs on behalf of the association, this provision is likewise to be made public.

SEC. 5. Before the association has been entered on the register it cannot enjoy the rights of a registered association.

SEC. 6. Every alteration in the statutes must be committed to writing, and notified to the tribunal of commerce by the transmission of a duplicate copy of the resolution passed to that effect by the association.

The same process takes place in regard to a statute when altered as that which took place in regard to the original statute. Its publication is only so far necessary as alterations have been made in the points originally published.

The resolutions of the association have no legal force until they have been entered in the register of the commercial tribunal of the district in which the association has its seat.

SEC. 7. At every commercial tribunal in whose district the association has a branch establishment, the latter must be entered on the register of associations, and the procedure described by sections 4, 5, 6, for the parent association be observed.

PART II.—*Of the legal "status" of the associates, "inter se," and of their legal status and of that of the association towards other persons.*

SEC. 8. The legal "status" of the associates, "*inter se*," is determined in the first instance by the statutes. The latter, however, can only in so far deviate from the principles laid down in the following sections as such deviation is expressly declared to be allowable.

In the absence of other stipulations in the statute, gain and loss will be divided amongst the associates per head.

SEC. 9. The rights which the associates enjoy with reference to the affairs of the association, more particularly in regard to the conduct of its business, the examining and auditing of the balance sheet, and the determining the distribution of the profits, are exercised by the totality of the associates in general meeting assembled.

Each associate has a voice at such meetings unless the statutes stipulate to the contrary.

SEC. 10. The registered association can acquire rights and enter into binding engagements; it can become possessed of landed property, or acquire other real rights on such property; it can sue and be sued.

The association is under the ordinary jurisdiction of the tribunal of the district in which it has its seat.

The provisions of the general German Mercantile Code and those of the introductory law of 27th June, 1861, with reference to merchants, apply in a

similar manner to the associations in so far as the present law does not constitute exceptions.

SEC. 11. The associates are jointly and severally liable with their entire estate for the debts of the association in so far as, in the event of liquidation or bankruptcy, the property of the association is not sufficient to cover the liabilities.

Whoever enters into an existing association is equally with the other members liable for the engagements entered into by the association before his becoming a member.

Any stipulation to the contrary has no binding force against other persons.

SEC. 12. Private creditors of associates have not got the right to claim, for the satisfaction of their debts, effects, claims, or rights which belong to the estate of the association. Such creditors can only put in an execution, attachment, or distraint upon that which the associate himself has a claim to in the shape of interest or profit, and that which falls to his share upon the winding up of the association.

SEC. 13. The provisions of the foregoing section apply equally to private creditors in favor of whom a mortgage or lien on the property of an associate has accrued in virtue of legal proceedings; such mortgage or lien not extending to the effects, claims, or rights which form part of the estate of the association, but being confined to that which was specified in the last paragraph of the foregoing section.

Nevertheless, any rights or claims which may have been in force against such effects before they became part of the property of the association are not invalidated by the foregoing paragraphs.

SEC. 14. As long as the association exists, claims of the association cannot be compensated, either in their whole extent or in part, by the private claims which the person indebted to the association can raise against a member of the association.

SEC. 15. If the private creditor of an associate, after fruitlessly distraining upon the private property of such associate, obtains a right of execution upon the share which would accrue to the associate upon the winding up of the concern, he can, whether the association be founded for a limited or unlimited period, demand for the satisfaction of his debt that the associate leave the association. Notice to that effect must, however, be given at least six months previous to the close of the financial year.

PART III.—*Of the managing body, the council of supervision, and the general meeting.*

SEC. 16. Every association must have a managing body elected from amongst the associates. By it the association is represented judicially and extra-judicially. The managing body can consist of one or more members, who may be salaried or not. It is at all times removable, with a claim, however, to compensation if such arise out of existing contracts.

SEC. 17. The names of the managing body must immediately on their nomination be notified to the commercial tribunal and be entered on the register, and the tribunal must be made acquainted in an official form with their signature.

SEC. 18. The managing body sign for the association. If the statute contains no particular stipulation on the subject, the signatures of all members of the managing body are required.

SEC. 19. The association obtains rights and is subject to obligations in all legal matters entered into by the managing body on their behalf. It is matter of indifference whether such business has been concluded expressly in the name of the association, or whether circumstances prove that it was the will of the contracting parties that it should be concluded for the association.

The competency of the managing body, in representing the association, ex-

tends to those affairs and legal proceedings for which the law requires special full powers. To legitimate the managing body in all matters concerned with the registry of mortgages, a certificate of the commercial tribunal, to the effect that the persons designated are the managing body, suffices.

SEC. 20. The managing body is bound to observe the limits placed to its functions by the statutes or by the resolutions of a general meeting. This limitation of the powers of the managing body, however, is not valid as against other persons.

SEC. 21. Oaths can be taken by the managing body in the name of the association.

SEC. 22. Changes in the members of the managing body must be notified and entered on the register.

SEC. 23. In serving writs on, or giving legal notices to, the association, it suffices that this should be done upon, or to, a member of the managing body who is empowered to sign on behalf of the association.

SEC. 24. The managing body is bound, at the end of each quarter, to notify to the commercial tribunal the names of the members who have joined, and of those who have left the association during the quarter, and once a year, in January, to give an exact alphabetical list of all the members.

The tribunal rectifies, by these lists, the original list deposited with it.

SEC. 25. The managing body must, within the first six months of each financial year, publish the balance-sheet of the preceding year, and the number of the actual members of the association.

SEC. 26. Members of the managing body who have in that capacity acted beyond the limit of their powers, or against the provisions of the present law, or of the statutes of the association, are liable, with their whole estate, for the losses which may accrue out of such acts.

If they busy themselves with other objects than those specified in the present law, (section 1,) or if they allow, or do not prevent, the discussion of subjects at the general meetings which have no reference to the business of the association, but are concerned with public affairs, (see section 1 of the law of March 11, 1841, for the prevention of the misuse of the right of meeting,) they incur a fine of 200 thalers.

SEC. 27. The statutes can provide for the creation, side by side with the managing body, of a council of supervision. This council superintend the administration of the managing body, in all its branches. It acquaints itself with the state of its affairs, inspects the books and the cash-balances, and can convoke general meetings. It can, pending the decision of the general meeting, and if it should seem necessary, depose the managing body, and take the necessary measures for the provisional transaction of the business. It must examine the yearly accounts, and report thereon to the general meeting.

SEC. 28. The council of supervision is charged to bring actions at law against the managing body, if the general meeting has resolved on such action.

If the association has to bring actions against members of the council of supervision, it must, by the vote of a general meeting, name persons, with the necessary full powers to carry on the suit.

Every member of the association is authorized to intervene in the suit, at his own expense.

SEC. 29. Full powers can be given by the association, *ad hoc*, to other persons than the members of the managing body, or the council of supervision; the exact extent of the functions thus vested in these persons being exactly specified in the full power.

SEC. 30. The general meetings are convoked by the executive body, unless otherwise specified in the statute.

General meetings, besides the occasions for such meetings specified in the statute, are to be convoked whenever it appears in the interest of the association to do so.

SEC. 31. The convoking of the general meeting must take place according to the forms fixed by the statutes.

The subjects for discussion must, on every occasion, be notified simultaneously with the convoking. No resolutions can be passed upon subjects of which notice has not thus been given. For the mere proposing of resolutions, and for discussions not ending with a formal resolution, no such notice is required.

SEC. 32. The managing body is bound to observe and execute all the provisions of the statutes, as well as the resolutions of the general meetings passed conformably to the said statutes.

The resolutions of the general meetings must be entered in a register of protocols, which must be open to the inspection of every associate, and of the organs of the government.

PART IV.—*Of the dissolution of the association, and the leaving it by individual associations.*

SEC. 33. The association is dissolved—

1. By the conclusion of the period for which it was formed;
2. By a resolution of the association;
3. By a declaration of bankruptcy.

SEC. 34. If an association is guilty of illegal acts by which the welfare of the community suffers, or if it pursues other objects than those business objects specified in the present law, (sec. 1,) it can be dissolved without claim to compensation.

In such a case the dissolution can only take place upon the passing of a judicial sentence on the prosecution of the district authorities. The competent tribunal is that to whose ordinary jurisdiction the association is subject.

The sentence of the tribunal is to be communicated to the tribunal which keeps the register of the association, that it may be entered therein and published, according to section 36.

SEC. 35. The dissolution of the association, if it does not take place in consequence of a declaration of bankruptcy, must be notified by the managing body for entry in the register of the association, and must be announced three times consecutively in the public journals.

This announcement must besides call upon the creditors of the association to send in their claims to the managing body.

SEC. 36. The declaration of bankruptcy is to be officially entered in the register by the tribunal charged with the bankruptcy proceedings, and notice of the same is likewise to be published in the public papers.

SEC. 37. Every associate has the right to leave the association. If there are no express stipulations in the statutes on the subject, the associate can only leave at the close of the financial year, and must give a four weeks' notice at the least. Membership, moreover, ceases with death, unless the statutes contain stipulations carrying such membership on to the heirs at law.

The association can, on grounds which must be specified in the statute, exclude members from the association.

SEC. 38. The associates who leave, or who are excluded from the association, as also the heirs of deceased members, remain liable for all debts of the association contracted before the date of the cessation of membership, until the period of limitation.

Unless the statutes contain stipulations to the contrary, such persons have no claims on the reserved fund, or the corporate property of the association, and can only demand the repayment of their shares with the dividends accrued upon them, such repayment to be made within three months of their leaving the association.

The association can only protect itself against such a claim, even if the property of the association should have diminished at the time of such cessation of membership, by dissolving itself and proceeding to wind up the business.

PART V.—*Of the winding up of the association.*

SEC. 39. After the dissolution of the association, except in the case of bankruptcy, the winding up of its business is undertaken by the managing body, unless the statutes or a resolution of the association designate some other persons for that purpose. The appointment of the liquidators is always revocable.

SEC. 40. The liquidators must be notified to the tribunal of commerce, and their names entered on the register. If a liquidator vacates his office, or if his power of attorney expires, notice must likewise be given.

SEC. 41. The relations of the liquidators towards other persons are determined by sections 25 and 40 of the General German Commercial Code. If there are several liquidators they can only legally transact business by doing so in common, unless it be specially stipulated that they can do so individually.

SEC. 42. The liquidators have to wind up the current business, to fulfil the engagements of the dissolved association, to call in outstanding claims, and to convert the property of the association into cash. They have to represent the association judicially and extrajudicially; they can compound and make compromises. To wind up current business, they can enter into fresh engagements.

The liquidators can only effect the sale of real property by auction, unless there be stipulations to the contrary in the statute or resolutions of the association.

SEC. 43. The limitations of the functions of the liquidators as against other persons has no legal force.

SEC. 44. The liquidators have to give their signature in such a manner that they affix their names to the former name of the association which is now to be designated as the name of the union to be wound up.

SEC. 45. The liquidators have, in the management of the business committed into their hands, to conform themselves to the resolutions passed by the general meeting.

SEC. 46. The moneys in the hands of the association at the time of dissolution, and those which during the process of winding up flow into the hands of the liquidators, are to be applied as follows:

(a.) First, the creditors of the association are to be satisfied as the money owing to them falls due.

(b.) From what remains, the shares, with the dividends accrued upon them, are to be repaid to the associates. If the assets are not sufficient to pay these in full, the distribution takes place according to the relative proportions of the shares.

(c.) From what remains after paying the debts of the association and the shares of the members, there will, in the first place, be distributed the profits of the last year as prescribed by the statutes. If any property should then remain, the same, in the absence of special stipulations to that effect, shall be distributed amongst the members per head.

SEC. 47. The liquidators must begin by drawing up a balance-sheet. Should the result of this balance-sheet be that the property of the association (inclusive of the reserve fund and the share capital) does not suffice to cover the debts of the association, the liquidators have at once on their own responsibility to call a general meeting, and hereupon, if within eight days the associates have not contributed sufficiently to cover the deficit, they have to apply for the opening of the commercial bankruptcy in regard to the assets of the association.

SEC. 48. Notwithstanding the dissolution of the association the legal status of the associates *inter se*, and towards other persons, remains until the close of the liquidation the same as that laid down in parts II and III of the present law. In the event of the dissolution of the association, no member can be made liable by means of regress on account of the smaller amount of the calls on shares which he may have paid according to the statutes, by the other members of the association, who have paid up more on their shares. The jurisdiction under which the union was at the time of its dissolution remains in force for the

union which is to be dissolved, till the close of the winding up. Citations addressed to the associations can be delivered to the hand of one of the liquidators.

SEC. 49. After the conclusion of the winding up, the books and papers of the late associations are to be given into the custody of one of the former associates, or of a third person. If agreement cannot be come to as to who this person should be, the tribunal of commerce determines.

The associates and their heirs retain the right of examining and using these books.

SEC. 50. Besides the case provided for by section 47, bankruptcy is declared whenever the association, either before or after dissolution, has stopped payment. (See section 281, No. 2, of the bankruptcy law, &c.)

The notice of such stoppage of payment, if before the dissolution of the association, must be given by the managing body; if afterwards, by the liquidators.

The association is represented in the one case by the managing body, in the other by the liquidators. Such representatives have to appear personally to give the necessary information, as in the case of an ordinary debtor. A concordate cannot take place.

The declaration of bankruptcy in regard to the corporate property of the association does not involve a declaration of bankruptcy in regard to the private property of the associates.

The decision in regard to the opening of bankruptcy must not contain the names of the members who are jointly and severally liable.

As soon as the bankruptcy proceedings are ended the creditors have the right to recover their claims (only in so far, however, as they were put in and verified during the bankruptcy proceedings, but inclusive of interests and costs) on the private property of the individual associates.

PART IV.—*Of the limitation of claims against associates.*

SEC. 51. The limitation of claims against an associate for debts incurred by the association during membership comes into force two years after the dissolution of the association, or after the date of his quitting the association or being excluded from it, in so far as the peculiar character of the claim does not involve a shorter period.

The two years are reckoned from the day on which the dissolution of the association was entered on the register, or the cessation of membership was notified to the tribunal of commerce. If the claim became only due after this date, the time is reckoned from the date at which such claim became due. If there remain undistributed assets, the two years' limitation cannot be enforced against the creditor in so far as he founds his claim only on the corporate property of the association.

SEC. 52. The limitation in favor of a member who has quitted it or been excluded is not interrupted by legal proceedings undertaken against another member of the association, but by legal proceedings undertaken against the still existing association.

The limitation in favor of a member of the association who belonged to it at the time of dissolution is not interrupted by legal proceedings undertaken against the liquidators or the bankruptcy.

SEC. 53. The limitation runs likewise against minors and persons under guardianship, as well as against corporations which legally enjoy the rights of minors, without admittance of the *restitutio in integrum*, but with the proviso of redress against the guardians and administrators.

Concluding provisions.

SEC. 54. The commercial tribunal holds the managing body to the observance of sections 4, 16, 17, 22, 24, 25, 32, 35, 40, by the infliction of fines and

penalties, as provided in section 5 of the introductory portion of the General German Commercial Code of 24th June, 1861.

Inaccuracies in the notices given by the managing body are to be fined 20 thalers.

SEC. 55. Section 55 does not exclude more rigorous measures, if they are enjoined by other laws.

SEC. 56. The registrations take place free of cost. The details respecting the way in which the registers shall be kept will be given in a general instruction, to be drawn up by the ministers for commerce, industry, and public works, and justice.

The ministers aforesaid are charged with the enforcement of the present law.

[Extract from the French law of "Companies," of 24th to 29th January, A. D. 1867.]

TITLE III.—*Particular provisions for societies with variable capital.*

ART. 48. It may be stipulated in the by-laws of any society that the capital of the society will be susceptible of augmentation by successive payments made by the members or the admission of new members, and of diminution by the withdrawal, total or partial, of the payments already made.

The societies whose by-laws shall contain the above stipulation will be subject, independently of the general rules which apply to them according to their particular form, to the provisions of the following articles :

ART. 49. The capital of the society may not be fixed by the constituting laws of the society above the sum of 200,000 francs. It may be augmented by the deliberations of the general assembly held from year to year. Each augmentation may not exceed 200,000 francs.

ART. 50. The shares or coupons of shares will bear the name of an individual. Even after their entire liberation they may not be less than 50 francs. They will only be negotiable after the definite constitution of the society. The negotiation can only take place by transfer on the register of the society ; and the by-laws may give either to the executive council or to the general assembly the right to oppose the transfer.

ART. 51. The by-laws will determine a sum below which the capital may not be reduced by the withdrawals authorized by article 48. The sum shall not be less than one-tenth of the capital of the society. The society will be definitely constituted only after the payment of the tenth.

ART. 52. Each member shall be able to retire from the society whenever he may think proper, except by contrary agreement, and except as provided by the first paragraph of the preceding article. It may be stipulated that the general assembly shall have the right to decide, by the majority necessary for the modification of the by-laws, that one or more members shall cease to form part of the society.

Members who cease to form part of the society, either by their will or by the decision of the general assembly, will remain bound to the society and to third parties, during five years, for all the obligations existing at the time of their withdrawal.

ART. 53. The society, whatever may be its form, shall appear in court by its officers.

ART. 54. The society will not be dissolved by the death, withdrawal, suspension, failure, or bankruptcy of one of the members ; it will continue in full force between the other members.

ANNO VICESIMO QUINTO & VICESIMO SEXTO VICTORIÆ REGINÆ

CAP. LXXXVII.—An act to consolidate and amend the laws relating to industrial and provident societies.—7th August, 1862.

Whereas by the industrial and provident societies act, 1852, it is enacted, that it shall be lawful for any number of persons to establish a society under the provisions thereof and of the therein recited act, for the purpose of raising by voluntary subscriptions of the members thereof a fund for attaining any purpose or object for the time being authorized by the laws in force with respect to friendly societies or by the said recited act, by carrying on or exercising in common any labor, trade, or handicraft, or several labors, trades, or handicrafts, except the working of mines, minerals, or quarries beyond the limits of the United Kingdom of Great Britain and Ireland, and also except the business of banking, whether in the said United Kingdom or elsewhere, and that the said act shall apply to all societies already established for any of the purposes herein mentioned, so soon as they shall conform to the provisions hereof; and whereas by an act passed in the seventeenth and eighteenth years of her present Majesty, chapter twenty-five, various provisions were made for the better enabling legal proceedings to be carried on in any matter concerning the societies formed under the said act of 1852; and whereas the last-mentioned act was amended by an act passed in the first session of the nineteenth and twentieth years of her present Majesty, chapter forty; and whereas various societies have been formed and are now carrying on business under the provisions of the said recited acts, and it is desirable to consolidate and amend the laws relating to such societies: Be it therefore enacted by the Queen's most excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. The industrial and provident societies act, 1852, and the said recited acts for the amendment thereof, are hereby repealed from the passing of this act.

2. All societies registered under the industrial and provident societies act, 1852, shall be entitled to obtain a certificate of registration on application to the registrar of friendly societies, and for which certificate no fee shall be payable to the registrar.

3. Any number of persons, not being less than seven, may establish a society under this act for the purpose of carrying on any labor, trade, or handicraft, whether wholesale or retail, except the working of mines or quarries, and except the business of banking, and of applying the profits for any purposes allowed by the friendly societies acts, or otherwise permitted by law.

4. The rules of every such society shall contain provisions in respect of the several matters mentioned in the schedule annexed to this act.

5. Two copies of the rules shall be forwarded to the registrar of friendly societies in England, Scotland, or Ireland, according to the place where the office of the society is situate, and shall be dealt with by him in the manner provided by the friendly societies act, 1855; and he shall thereupon give his certificate of registration, and such certificate shall in all cases be conclusive evidence that the society has been duly registered, and thereupon the members of such society shall become a body corporate, by the name therein described, having a perpetual succession and a common seal, with power to hold lands and buildings, with limited liability.

6. The certificate of registration shall vest in the society all the property that may at the time be vested in any person in trust for the society; and all legal proceedings then pending by or against any such trustee or other officer on account of the society may be prosecuted by or against the society in its registered name without abatement.

7. A copy of the rules shall be delivered by the society to every person, on demand, on payment of the sum not exceeding one shilling.

8. No society shall be registered under a name identical with that by which any other existing society has been registered, or so nearly resembling such name as to be likely to deceive the members or the public, and the word "limited" shall be the last word in the name of every society registered under this act.

9. No member shall be entitled, in a society registered under this act, to hold or claim any interest exceeding the sum of two hundred pounds.

10. Every society registered under this act shall paint or affix, and shall keep painted or affixed, its name on the outside of every office or place in which the business of the society is carried on, in conspicuous position, in letters easily legible, and shall have its name engraven in legible characters on its seal, and shall have its name mentioned in legible characters in all notices, advertisements, and other official publications of such society, and in all bills of exchange, promissory notes, indorsements, cheques, and orders for money or goods purporting to be signed by or on behalf of such company, and in all bills of parcels, invoices, receipts, and letters of credit of the society.

11. If any society under this act does not paint or affix, and keep painted or affixed, its name in manner directed by this act, it shall be liable to a penalty not exceeding five pounds for not so painting or affixing its name, and for every day during which such name is not so kept painted or affixed; and if any officer of such society or any person on its behalf uses any seal purporting to be a seal of the society whereon its name is not so engraven as aforesaid, or issues or authorizes the issue of any notice, advertisement, or other official publication of such society, or signs or authorizes to be signed on behalf of such society any bill of exchange, promissory note, indorsement, cheque, order for money or goods, or issues or authorizes to be issued any bill of parcels, invoice, receipt, or letter of credit of the society, wherein its name is not mentioned in manner aforesaid, he shall be liable to a penalty of fifty pounds, and shall further be personally liable to the holder of any such bill of exchange, promissory note, cheque, or order for money or goods, for the amount thereof, unless the same is duly paid by the society.

12. Every society under this act shall have a registered office to which all communications and notices may be addressed. If any society registered under this act carries on business without having such an office it shall incur a penalty not exceeding five pounds for every day during which business is so carried on.

13. Notice of the situation of such registered office, and of any change therein, shall be given to the registrar, and recorded by him: until such notice is given, the society shall not be deemed to have complied with the provisions of this act.

14. The rules of every society registered under this act shall bind the society, and the members thereof, to the same extent as if each member had subscribed his name and affixed his seal thereto, and there were in such rules contained a covenant on the part of himself, his heirs, executors, and administrators, to conform to such rules subject to the provisions of this act; and all moneys payable by any member of the society in pursuance of such rules shall be deemed to be a debt due from such member of the society.

15. The provisions of the friendly societies acts shall apply to societies registered under this act in the following particulars:

- Exemption from stamp duties and income tax;
- Settlements of disputes by arbitration or justices;
- Compensation to members unjustly excluded;
- Powers of justices or county courts in case of fraud;
- Jurisdiction of the registrar.

16. The provisions of the friendly societies act, 1854, whereby a member of any society registered thereunder is allowed to nominate any person to whom

his investment to such society shall be paid, shall extend, in the case of societies registered under this act, to allow any member thereof to nominate any person into whose name his interest in such society at his decease shall be transferred; provided, nevertheless, that any such society may, in lieu of making such transfer, elect to pay to any person so nominated the full value of such interest.

17. Any society registered under this act may be wound up either by the court or voluntarily, in the same manner and under the same circumstances under and in which any company may be wound up under any acts or act for the time being in force for winding up companies; and all the provisions of such acts or act with respect to winding up shall apply to such society, with this exception, that the court having jurisdiction in the winding-up shall be the county court of the district in which the office of the society is situated.

18. In case of the dissolution of any such society, such society shall nevertheless be considered as subsisting, and be in all respects subject to the provisions of this act, so long and so far as any matters relating to the same remain unsettled, to the intent that such society may do all things necessary to the winding up of the concerns thereof, and that it may be sued and sue under the provisions of this act, in respect of all matters relating to such society.

19. The provisions of the joint stock companies acts as to bills of exchange and the admissibility of the register of shares in evidence shall apply to all societies registered under this act.

20. In the event of a society registered under this act being wound up, every present and past member of such society shall be liable to contribute to the assets of the society to an amount sufficient for payment of the debts and liabilities of the society, and the costs, charges, and expenses of the winding up, and for the payment of such sums as may be required for the adjustment of the rights of the contributories among themselves, with the qualifications following—that is to say:

1. No past member shall be liable to contribute to the assets of the society if he has ceased to be a member for a period of one year or upwards prior to the commencement of the winding up.

2. No past member shall be liable to contribute in respect of any debt or liability of the society contracted after the time at which he ceased to be a member.

3. No past member shall be liable to contribute to the assets of the society unless it appears to the court that the existing members are unable to satisfy the contributions required to be made by them in order to satisfy all just demands upon such society.

4. No contribution shall be required from any member exceeding the amount (if any) unpaid on the shares in respect of which he is liable as a past or present member.

21. Any society registered under this act may be constituted a company under the companies acts, by conforming to the provisions set forth in such act, and thereupon shall cease to retain its registration under this act.

22. Every person or member having an interest in the funds of any society registered under this act may inspect the books and the names of the members at all reasonable hours at the office of the society.

23. The sheriff in Scotland shall, within his county, have the like jurisdiction as is hereby given to the judge of the county court in any matter arising under this act.

24. A general statement of the funds and effects of any society registered under this act shall be transmitted to the registrar once in every year, and shall exhibit fully the assets and liabilities of the society, and shall be prepared and made out within such period, and in such form, and shall comprise such particulars as the registrar shall from time to time require; and the registrar shall have authority to require such evidence as he may think expedient of all matters required to be done, and of all documents required to be transmitted to him

under this act ; and every member of or any depositor in any such society shall be entitled to receive, on application to the treasurer or secretary of that society, a copy of such statement, without making any payment for the same.

25. All penalties imposed by this act, or by the rules of any society registered under this act, may be recovered in a summary manner before two justices, as directed by an act passed in the eleventh and twelfth years of the reign of her present Majesty Queen Victoria, chapter forty-three, entitled, "An act to facilitate the performance of the duties of justices of the peace out of sessions within England and Wales, with respect to summary convictions and orders."

26. This act may be cited as "The industrial and provident societies act, 1862."

SCHEDULE OF MATTERS TO BE PROVIDED FOR IN THE RULES.

1. Object and name and place of office of the society, which must, in all cases, be registered as one of limited liability.
2. Terms of admission of members.
3. Mode of holding meetings and right of voting, and of making or altering rules.
4. Determination whether the shares shall be transferable ; and in case it be determined that the shares shall be transferable, provision for the form of transfer and registration of shares and for the consent of the committee of management and confirmation by the general meeting of the society ; and in case shares shall not be transferable, provision for paying to members balance due to them on withdrawing from the society.
5. Provision for the audit of accounts.
6. Power to invest part of capital in another society ; provided that no such investment be made in any other society not registered under this act, or the joint stock companies act, as a society or company with limited liability.
7. Power and mode of withdrawing from the society, and provisions for the claims of executors, administrators, or assigns of members.
8. Mode of application of profits.
9. Appointment of managers and other officers, and their respective powers and remuneration.

PROVISION AUTHORIZING INDUSTRIAL PARTNERSHIPS.

Extract from the "act to amend the law of partnership," 28 and 29 Victoria, chap. 86, (July 5, 1865 :)

"No contract for the remuneration of a servant or agent of any person engaged in any trade, or undertaking by a share of the profits of such trade or undertaking, shall, of itself, render such servant or agent responsible as a partner therein, nor give him the rights of a partner."

APPENDIX F.

LAW OF LIVRET IN FRANCE.

Instructions as to the livrets of workmen.

PREFECTURE OF POLICE, 1ST DIVISION, 4TH OFFICE, 2D SECTION,
Paris, October 15, 1855.

GENTLEMEN : In order to respond to wants strongly felt in the industry of the country, the government of the Emperor has presented and had adopted by the legislative power a law as to the discharge of workmen. This law was promulgated the 22d of June, 1854, and was followed by an imperial decree

designed to regulate its application, and bearing date the 30th of April, 1855.

I have prescribed by an ordinance of police, dated this day, the publication in the department of the Seine of these two acts of the sovereign power, of which I have to enforce the execution, with your assistance. It is my duty, in notifying you of the new regulation, to make you appreciate its full importance, and to facilitate your study of it by a few general instructions.

The *livret*, which the ill-disposed have sometimes sought to discredit and render unpopular, is an institution beneficial and protecting to the workmen. It assures to him the support of authority, and becomes for him an incontrovertible title to confidence and esteem. Far from being an assault on his liberty and dignity, it has marked the emancipation of industry, of which it has been the consequence, and, as it were, the declaration.

The law of the 22d germinal year XI, which created this institution, at least in its present form and effect, is due to the genius of the First Consul and the collaboration of Chaptal. This law has remained as the true code of labor, which it has regulated with a profound understanding of the wants and conditions of modern industry. However, time had revealed certain deficiencies in this first regulation; and, on the other hand, the rapid development of French industry had brought new wants, for which the last government had tried to provide by presenting various projects to the chambers, none of which have become a law.

It remained for the Emperor Napoleon III to complete the work of the First Consul. It is this which he has now done in endowing the national industry, which already owes so much to his reign, with a legislation vainly demanded for twenty years.

Faithful to his constant solicitude for the laboring classes, the Emperor has been pleased to attach new favors to the institution of which we speak. Henceforth the *livret* will take the place of passport in the interior. It will be a necessary title to participate in the election of the *consul des prudhommes*; in short, it will remain in the possession of the workman and serve as permit of residence and for all other papers of surety, instead of being deposited, as formerly, in the hands of the chief of the establishment.

By the last innovation, of which he has personally taken the initiative, the Emperor has wished to honor the position of the workman, and to give to his relations with his employers that character of equitable equality which, hitherto, they have not had. One cannot doubt that such proofs of interest will touch those who are the object of them.

I owe you, gentlemen, these preliminary explanations, which will serve to make you grasp the spirit, general tendency, and liberal character of the new law. They are, moreover, the natural prelude to the examination which I have to make with you of the provisions, purely administrative, of which you are to second the application. I now enter on this examination, which, for greater clearness, I will divide into a certain number of paragraphs.

1.—PROFESSIONS AND WORKMEN TO WHOM THE USE OF THE LIVRET APPLIES.

The first article of the law of the 22d of June has for its object to generalize the usage of the *livret* without making it go out of the circle purely *industrial*. It extends the application of this institution to professions which had remained outside of the prescriptions of the law of the year XI.

The terms of this article are clear and precise. A few explanations, however, will not be improper. For example, it mentions, as under the obligation of the *livret*, the work people of both sexes. This provision is new and delicate. It should be applied with a wise reserve, and confined within the limits fixed by the legislature itself. Observe here how the government explains itself in this particular in the statement of the motives of the law.

“Since the year XI the large manufactures have very greatly multiplied, and

the employment, every day more extended, of mechanical means, has permitted women to accomplish in these establishments tasks which, before, were interdicted to them. In this respect, moreover, it is not a novelty which the law proposes. There exists a certain number of factories where women have a *livret* as well as the men, and practice has shown that this usage presents only advantages."

On his part the reporter of the commission thus expressed himself before the Corps Legislatif:

"Your commission has rejected a provision which would have extended to domestics, day laborers, *dressmakers* and *seamstresses*, working by the day, and all persons in respect to whom the execution of the law would be, so to speak, impossible, and whom it was not the intention of the government clearly expressed by its statement of motives to make subject to it."

These observations determine the sense of the law. To speak properly, the legislature has wished, with regard to women, merely to sanction the pre-existing usages, and all shows that it had particularly in view the work people of factories, and those who exercise an *industrial profession*, properly so called.

It is within this limit, for the present, at least, that I shall cause the law to be executed. It will be proper, therefore, that you abstain from all initiative in regard to female operatives hitherto not subject to the use of the *livret*, limiting yourselves to facilitating the procuring of this title by those who seek it voluntarily. It will only be after a certain time of experience that the administration will be able to fix its jurisprudence on this point.

There are certain professions which resist the adoption of the *livret* by claiming for those who exercise them the quality of *artists*. The law furnishes on this pretension a very simple means of solution by making the *livret* an electoral condition for the formation of the *consul des prudhommes*; every individual who will have or would like to take part in this election will be held to the obligation of the *livret*.

On the other hand, some have submitted at times to this obligation under pretext that they have no *patentes*—persons working directly for the consumers without intermediates. This is an error; these persons are not operatives; they are manufacturers, *patented* or not.

2 —OF THE GIVING OF THE LIVRETS.

In future the *livret* may not be obtained except on the production of an act certified by you conformably to the 2d paragraph of the 4th article of my ordinance. You will have, therefore, in the delivering of the *livrets* an essential part to perform on the subject of which I should enter into some details.

For a long time complaints have arisen about certain frauds which reduced the *livret* to a useless formality; these frauds arose from the facility with which the unfaithful workman could obtain a new *livret* after having left a previous one in the hands of an employer whom he had cheated. To put an end to this manœuvre the various projects presented to the chambers had surrounded the delivering of a *livret* with a long series of justifications in some respects fortified by the sanctity of an oath, by means of which it was hoped to assure at last the right of this title.

This was an error. For all that they were so minute, such precautions remained always impotent to prevent all the frauds, and they had the serious inconvenience of multiplying the formalities to the extent of becoming arrogant and vexatious for the mass of honest workmen. The new law proceeds by quite different means and infinitely more equitable and worthy. Instead of detailing a series of requisites, narrow and exclusive, it confides in the prudence of the administration as to the guarantees to be required; it supposes the good faith of the workman, and gives him every facility for obtaining a *livret*; but it punishes bad faith and visits with a correctional penalty manœuvres and false

declarations, of which, moreover, it secures the evidence. It follows from this system that in the exceptional cases where the workman is not in a position to conform to the usual requirements he can obtain a *livret* by a simple declaration signed by him, but at his risk and peril, and under the sanction of article 13 of the law of 22d of June, *which should be read to him beforehand*. Such is the provision of article 3 of the decree of the 30th of April, to which I invite you to refer each time that you may have to make application of it. In prescribing the reading of the penal text, the decree has sought to prevent a provision altogether benevolent toward the workman from becoming a snare for his inexperience. This formality is therefore an act the omission of which would involve your conscience and your responsibility.

You will remark that the provision which I have just mentioned is in no-wise intended to set aside the conditions and guarantees hitherto required. It will only be under rare circumstances that it will be necessary to rest on the simple declaration of the candidate. But in ordinary cases you will have to require of the workman who solicits the certificate required by article 4 of my ordinance, the proof of his identity and of his industrial position. This last proof will be given in future before you; it consists in general of the production of a discharge from apprenticeship, of certificates of labor given either by the former master or by the one who desires to employ the candidate, or, in short, of other similar documents.

Supposing the seeker to produce proofs of this nature or to demand the benefit of article 3 of the decree of the 30th of April, it will remain for you to fulfil his demand. I have had printed a form of certificate which it will be your duty to deliver, and copies will be furnished to you *provisionally* by my prefecture. This will be filled out by the commissioner of police of the *place of residence of the workman*. As I have said, it will be indiscriminately required of all workmen who demand a *livret*, be he even a native of Paris. As to the documents of proof and the certificates of labor, they will continue to be legalized by the commissioner of the place of delivery, and they will be presented to the functionary who receives the request for the *livret* and who gives the certificate.

3.—REGISTRATION AT THE PREFECTURE OF LIVRETS OBTAINED IN THE DEPARTMENTS.

Article 2 of the decree enacts that there will be kept in each commune (at the prefecture of police for the department of the Seine) a register on which will be recorded at the time of their delivery the *livrets* and visas of travelling. This is a measure which interests the good direction of the service; but it would remain ineffectual in a centre like Paris if it limited itself to the recording of *livrets* obtained at the prefecture of police; also by the terms of a very old provision, reproduced in article 6 of my ordinance, the *livrets* delivered in the provinces must be equally registered at my office before they can be made use of in the province of the prefecture of police. This formality is shown by a special visa. I recommend you to see carefully to its execution.

4.—USE AND VISA OF THE LIVRETS.

The new regulation makes no change in the jurisprudence followed at Paris as to the use and visa of the *livrets*. You will have therefore merely to follow in this respect the established traditions which are specially mentioned in articles 6, 7, and 8 of my ordinance.

Thus the workman cannot be admitted into an establishment except on the presentation of a livret. He cannot leave this establishment except after having obtained a regular dismissal, and he must within the twenty-four hours of his leaving submit this dismissal to your visa. It is only after this formality that he can be received by a new employer under penalty of prosecution of the latter, except in the case that will be mentioned hereafter, of home workmen. On his

part, the employer cannot receive a workman unless as the latter is furnished with a *livret* in proper condition. He visés this *livret* at the entry of the man, records it on his register, and submits it within the twenty-four hours to your own visa.

After such visa given by you, you are to address to me an abstract in the form of a printed bulletin, of which you will continue to demand from my office the blanks which you may require. The sending of this bulletin, neglected of late, must be recommenced. I attach a real importance to it. I shall take care that this measure be strictly executed, and I count on all your vigilance in this respect.

You will notice that the bulletin of which we speak should relate the advances with which the *livret* may be charged. Please recommend this detail to the attention of employers.

5.—DISTINCTION OF THE TWO CATEGORIES OF WORKMEN SUBJECT TO THE LIVRETS.

I come now to one of the most important provisions of the law, and one at which it is the more necessary to stop, as it is new and of a complex application.

Hitherto the majority of artisans working at home and known under the name of home workmen, (*ouvriers en chambre*,) have remained without the use of the *livret*. This was a deficiency to be filled up; but there arose difficulties of which the former laws failed of the solution. Of the home workmen, there is no hesitation as to those working for a single establishment, to which they are really attached. They should be subject to the *livret*. But others, working simultaneously for several employers—how can the ordinary obligations which the use of the *livret* entails be reconciled with such a situation? The legislature of 1854 has not allowed itself to be hindered by this objection. It has considered that the benefit of the *livret* consisted before all in its very existence. Consequently, it has prescribed the employment of it indiscriminately for all workmen, dispensing, in favor of those working for several masters, with formalities incompatible with their position. The law distinguishes, therefore, two classes of workmen subject to the use of the *livret*, but with different obligations:

1. Those attached to a single establishment and employed only by it, whether they work in this establishment itself or outside.
2. Those working habitually for several establishments and employable by more than one master at the same time.

The first can only be admitted into a new establishment on proving their integrity by a dismissal or certificate of departure from their previous employer; the others are relieved of this formality, and obliged simply to have their *livret* viséd at the commencement by each employer who hires them for the first time. You will find these distinctions clearly defined in acts 7 and 9 of the decree of the 30th April.

By the terms of the second paragraph of the first article of the same decree, the *livret* must state to which category the workman belongs. Again, article 9 obliges the chief of the establishment who receives a workman to mention, as well on his register as on the *livret* of the said workman, in what capacity he employs him.

Thus the character or category of the workman is determined by the *visa of entry* which the employer of the two categories is obliged to enter on the *livret* at the time that he employs this workman; and since the obligations and rights of the workman and employer vary according to the category to which the former belongs, it is of the last importance to observe in the visas the fundamental distinction which has just been indicated.

To render this distinction more apparent, I have ordered forms of visas which I invite you to have adopted by the chiefs of establishments. They are as follows:

1.—*Visa of entry for the workman of the first category.*

"Admitted by me as workman attached to a single establishment.

PARIS, the ——— ———, 18—."

(*Signature and residence of employer.*)

2.—*Visa of entry for the workman of the second category.*

"Employed by me as workman working habitually for several establishments.

PARIS, the ——— ———, 18—."

(*Signature and residence of employer.*)

3.—*For the dismissals or certificates of departure.*

"Discharged, free of obligations, the ——— ———.

PARIS, the ——— ———, 18—."

(*Signature and residence of employer.*)

You have already understood, gentlemen, that that which I have now said of the indication in the visas of the category to which the workman belongs, applies to the certificate which you have to deliver for the procuring of a *livret*.

Finally, it is evident that the workman of one category can pass into the other with the same *livret*. This change is shown in full force by the visa of entry. But here there is a remark to make: if the workman pass from the first category into the second, he must in the first place prove the accomplishment of his engagements towards his last master, while he is held to no proof in order to pass from the second category to the first.

6.—REGISTER TO BE KEPT BY THE CHIEFS OF ESTABLISHMENTS.

The law of the 22d of June contains still another innovation, of which you will easily understand the importance; it prescribes to the chiefs of establishments the keeping of a special register, in which he shall enter the name and position of each workman whom he employs. Conformably to article eight of the imperial decree, and of the delegation contained in article ten of my ordinance, this register will be numbered and countersigned by you; but you will address to me for each countersigned register a bulletin, bearing an abstract of your minutes; printed copies of these bulletins will also be supplied to you from my prefecture.

You will open with each of your commissariates a register, in which you will enter the chiefs of establishments whose private registers you have countersigned.

These latter registers are not subject to any periodical visa; still they will be communicated to you upon requisition, without being removed from the establishments themselves. It has appeared to the council of state that this provision will sufficiently facilitate the exercise of your supervision.

7.—PENAL SANCTION—EXECUTION OF THE LAW.

Having fixed all the points of this important regulation, the legislature has wished to insure the execution of its work by attaching a penal sanction. The penalties which it has ordered are moderate, in view of the nature of the things, but sufficient in the hands of a vigilant administration. Henceforth, every infraction, either of the law itself or of the legal regulations on the matter, *will constitute a punishable offence*. Thus a deficiency is filled up which compromised seriously the preceding legislation.

I have only, gentlemen, to appeal to your zeal and experience to insure the reorganization and regularity of a service which I consider among the most important. I have reason to believe that, by means of the influence which the confidence of your people gives you, you will succeed in general in the usual way in obviating offences and prosecutions. It is my desire; but

when, thanks to your counsels and your benevolent directions, the law shall be known and understood, you will have to search attentively, and report to me the infractions which may be committed against these wise provisions. The multiplicity of our relations with the industrial population, the keeping of the register of the employers, the visa of the *livrets*, their usage as papers of surety, will be to you so many opportunities and means to exercise a control, which ought not to permit any violation, if it is done with the perseverance which I expect from you.

After having excited your zeal and your ordinary devotion, I conclude, gentlemen, by making an appeal to your prudence. You have to make the application of delicate measures; some of them excite susceptibilities, which it is necessary to allay or avoid; others are new, and will permit, especially at first, a wise reserve; all require tact and moderation. I hope that under these circumstances you will know as usual how to ally, in a just measure, prudence to firmness, and that you will contribute powerfully to assure the success of a regulation which ought to be a new title for the government of the Emperor to the recognition of the country.

I beg you to acknowledge the receipt of this circular.

Receive, gentlemen, the assurance of my perfect consideration.

PIETRI,

The Prefect of Police.

By the Prefect :

A. DE LAULXURES,

The Secretary General.

APPENDIX H.*

POOR RATES AND PAUPERISM.

Return (in part) to an order of the honorable the House of Commons, dated 9th July, 1867, for return of "Comparative statement of the number of paupers of all classes (except lunatic paupers in asylums and vagrants) in receipt of relief on the last day of each week in the months of April, May, June, July, August, September, October, November, and December, 1866 and 1867, respectively; also for the months of January, February, and March, 1867 and 1868, respectively;" "statement of the number of paupers, distinguishing the number of adult able-bodied paupers relieved on the 1st day of July, 1867;" "similar statement for the 1st day of January, 1868;" "statement of the amount expended for in-maintenance and out-relief only, for the half year ended at Michaelmas, 1867;" "similar statement for the half year ended at Lady day, 1868;" "statement of the amount of poor-rates levied and expended during the year ended at Lady day, 1867;" "and of the number of insane paupers chargeable to the poor-rates on the 1st day of January, 1868."

FREDERICK PURDY,

Principal of the Statistical Department.

POOR-LAW BOARD,

Whitehall, July 9, 1867.

Quarterly statement as to pauperism, Michaelmas, 1867.

(Paupers in lunatic asylums and vagrants not included.)

The present return completes the monthly series for the quarter ended at Michaelmas, 1867. The four following tables are given in continuation of those prefixed to the monthly publication for June last.

* Appendix G omitted.

The tables are—

1. England and Wales; the pauperism in the consecutive weeks of the quarter.

2. (England and Wales;) the comparative pauperism of the quarter.

3. North Midland, Northwestern, and York divisions; the comparative pauperism of the quarter.

4. The Metropolis; the comparative pauperism of the quarter.

I. In the first table each week is compared with the one immediately preceding it; 884,829 were the numbers relieved in the last week of June (midsummer;) but in the fourth week of September (Michaelmas) the numbers were 872,620, which is a decrease of 12,209, or 1.4 per cent. less at Michaelmas than midsummer.

TABLE I.—*England and Wales—Consecutive statement.*

Periods.	Number of paupers on the last day of each week.	Difference between the proximate weeks.	
		Increase.	Decrease.
1867.			
June:			
Fourth week.....	884, 829	.....	.....
July:			
First week.....	878, 879	.....	5, 950
Second week.....	876, 670	.....	2, 209
Third week.....	877, 531	861	.....
Fourth week.....	876, 998	.....	533
Fifth week.....	877, 020	22	.....
August:			
First week.....	875, 767	.....	1, 253
Second week.....	874, 211	.....	1, 556
Third week.....	870, 978	.....	3, 233
Fourth week.....	871, 572	594	.....
September:			
First week.....	868, 415	.....	3, 157
Second week.....	869, 067	652	.....
Third week.....	869, 992	925	.....
Fourth week.....	872, 620	2, 628	.....

II. The next table exhibits the comparative pauperism during the Michaelmas quarter of 1865, 1866, and 1867.

The paupers in receipt of relief on the last day of the last week of September were—

In 1865.....	835, 005
In 1866.....	842, 860
In 1867.....	872, 620

The paupers in 1867, as compared with those in 1866, have increased 29,760, or 3.5 per cent.; but compared with 1865 the increase was 37,615, or 4.5 per cent.

TABLE II.—*England and Wales—Comparative statement.*

Periods.	Paupers in receipt of relief on the last day of each week.			Difference per cent. in the numbers in column (c) compared with each of the two preceding years.			
	1865.	1866.	1867.	Last year but one. (a)		Last year. (b)	
	(a)	(b)	(c)	Increase.	Decrease.	Increase.	Decrease.
June:							
Fourth week.....	853, 073	841, 489	884, 829	.....	.....	.....	.....
July:							
First week.....	846, 082	835, 507	878, 879	3. 9	.....	5. 2	.....
Second week.....	842, 469	833, 977	876, 670	4. 1	.....	5. 1	.....
Third week.....	841, 567	833, 738	877, 531	4. 3	.....	5. 3	.....
Fourth week.....	840, 131	833, 874	876, 998	4. 4	.....	5. 2	.....
Fifth week.....	837, 991	836, 486	877, 020	4. 7	.....	4. 8	.....
August:							
First week.....	836, 580	839, 493	875, 767	4. 7	.....	4. 3	.....
Second week.....	834, 758	840, 146	874, 211	4. 7	.....	4. 1	.....
Third week.....	833, 758	839, 278	870, 978	4. 5	.....	3. 8	.....
Fourth week.....	833, 042	840, 388	871, 572	4. 6	.....	3. 7	.....
September:							
First week.....	832, 293	840, 894	868, 415	4. 3	.....	3. 3	.....
Second week.....	832, 443	840, 931	869, 067	4. 4	.....	3. 3	.....
Third week.....	832, 705	843, 452	869, 992	4. 5	.....	3. 1	.....
Fourth week.....	835, 005	842, 860	872, 620	4. 5	.....	3. 5	.....

III. The third table comprises the three divisions of England and Wales, in which the principal manufactures are carried on. Taking the returns of paupers relieved on the last day of the last week of September the numbers were—

In 1865.	206, 076
In 1866.	196, 747
In 1867.	202, 853

The increase in 1867, compared with 1866, was 6,106, or 3.1 per cent., but in comparison with 1865 there was a decrease of 3,223, or 1.6 per cent.

TABLE III.—*North Midland, Northwestern, and York divisions—Comparative statement.*

Periods.	Paupers in receipt of relief on the last day of each week.			Difference per cent. in the numbers in column (c) compared with each of the two preceding years.			
	1865.	1866.	1867.	Last year but one. (a)		Last year. (b)	
	(a)	(b)	(c)	Increase.	Decrease.	Increase.	Decrease.
June:							
Fourth week.....	217, 276	198, 360	206, 084	.....	.....	.....	.....
July:							
First week.....	213, 819	197, 027	204, 569	.....	4. 3	3. 8	.....
Second week.....	211, 013	196, 246	203, 648	.....	3. 5	3. 8	.....
Third week.....	209, 598	195, 887	203, 855	.....	2. 7	4. 1	.....
Fourth week.....	208, 517	195, 841	203, 424	.....	2. 4	3. 9	.....
Fifth week.....	207, 513	195, 753	203, 427	.....	2. 0	3. 9	.....
August:							
First week.....	207, 346	195, 872	203, 011	.....	2. 1	3. 6	.....
Second week.....	206, 864	195, 733	202, 701	.....	2. 0	3. 6	.....
Third week.....	206, 618	195, 508	202, 195	.....	2. 1	3. 4	.....
Fourth week.....	206, 369	196, 407	202, 081	.....	2. 1	2. 9	.....
September:							
First week.....	205, 954	195, 989	201, 956	.....	1. 9	3. 0	.....
Second week.....	206, 299	196, 053	201, 555	.....	2. 3	2. 8	.....
Third week.....	205, 994	196, 424	202, 498	.....	1. 7	3. 1	.....
Fourth week.....	206, 076	196, 747	202, 583	.....	1. 6	3. 1	.....

IV. According to the last returns for the month of September in the three years last past, the number in the metropolis was—

In 1865.....	91,022
In 1866.....	105,827
In 1867.....	117,849

In 1867 the increase in the paupers, as compared with those in 1866, was 12,022, or 11.4 per cent.; and on a comparison with 1865, there was an increase of 26,827, or 29.5 per cent.

TABLE IV.—*The metropolis—Comparative statement.*

Periods.	Paupers in receipt of relief on the last day of each week.			Difference per cent. in the numbers in column (c) compared with each of the two preceding years.			
	1865.	1866.	1867.	Last year but one. (a)		Last year. (b)	
	(a)	(b)	(c)	Increase.	Decrease.	Increase.	Decrease.
June:							
Fourth week.....	90,722	98,308	118,982	.....	.....	.....	.....
July:							
First week.....	90,004	98,455	117,738	30.8	.....	19.6	.....
Second week.....	89,937	98,778	117,880	31.0	.....	19.3	.....
Third week.....	90,109	99,400	118,206	31.2	.....	18.9	.....
Fourth week.....	90,218	100,488	118,299	31.1	.....	17.7	.....
Fifth week.....	90,232	102,960	118,046	30.8	.....	14.7	.....
August:							
First week.....	90,686	105,197	118,347	30.5	.....	12.5	.....
Second week.....	91,190	106,100	117,547	28.9	.....	10.8	.....
Third week.....	91,317	106,499	117,653	28.8	.....	10.5	.....
Fourth week.....	90,963	106,623	117,523	29.2	.....	10.2	.....
September:							
First week.....	91,058	106,664	116,983	28.5	.....	9.7	.....
Second week.....	90,588	105,624	116,457	28.6	.....	10.3	.....
Third week.....	90,696	106,012	116,417	28.4	.....	9.8	.....
Fourth week.....	91,022	105,827	117,849	29.5	.....	11.4	.....

FREDERICK PURDY,
Principal of the Statistical Department.

POOR-LAW BOARD, WHITEHALL, November 14, 1867.

MEMORANDUM.

As to the arrangement of the weekly returns of pauperism.

The returns of the number of paupers relieved on the last day of each week do not include the “lunatic paupers in asylums and licensed houses;” nor the number of vagrants relieved. These classes form only a small portion of the entire pauperism of the country. According to the latest returns, (January 1, 1866,) the number contained in the two classes was 3.0 per cent. of the total pauperism.

The pauper lunatics in asylums are not generally subject to variations in number, to the same degree, as the other classes of paupers; and the number of vagrants relieved by the unions throughout the country has become too small to need a return so frequently as once a week. These considerations led to the exclusion of the two classes.

There are at present 14,886* parishes, inclusive of the Scilly islands, in Eng-

* Many places, not heretofore liable to maintain their own poor, are becoming parishes under the operation of the extra parochial places act; to what extent this will ultimately increase the number of parishes in England and Wales cannot at present be stated.

land and Wales, maintaining, or liable to maintain, their own poor; returns of pauperism are received weekly in respect of 14,695 of that number; 191 parishes, incorporated under Gilbert's act, or still under the provisions of the 43d Elizabeth, make no return of the number of paupers which they relieve.

The returns are arranged under eleven divisions. The union-counties which fall under each are shown in the following view :

<i>I. The Metropolis.</i>		<i>IV. Eastern.</i>		<i>VII. North Midland.</i>	
1.*Middlesex, (part of.)		14. Essex.		28. Leicester.	
2.*Surrey, (part of.)		15. Suffolk.		29. Rutland.	
3.*Kent, (part of.)		16. Norfolk.		30. Lincoln.	
				31. Nottingham.	
				32. Derby.	
<i>II. Southeastern.</i>		<i>V. Southwestern.</i>		<i>VIII. Northwestern.</i>	
1.*Middlesex, (part of.)		17. Wilts.		33. Chester.	
2.*Surrey, (part of.)		18. Dorset.		34. Lancaster.	
3.*Kent, (part of.)		19. Devon.			
4. Sussex.		20. Cornwall.		<i>IX. York.</i>	
5. Southampton.		21. Somerset.		35. West Riding.	
6. Berks.				36. East Riding.	
				37. North Riding.	
<i>III. South Midland.</i>		<i>VI. West Midland.</i>		<i>X. Northern.</i>	
7. Hertford.		22. Gloucester.		38. Durham.	
8. Buckingham.		23. Hereford.		39. Northumberland.	
9. Oxford.		24. Salop.		40. Cumberland.	
10. Northampton.		25. Stafford.		41. Westmoreland.	
11. Huntingdon.		26. Worcester.			
12. Bedford.		27. Warwick.		<i>XI. Welsh.</i>	
13. Cambridge.				42. Monmouth.	
				43. South Wales.	
				44. North Wales.	

The following is a tabular statement of the number of unions and parishes ; and the area and population ascribable to each division ; but so far only as represented by the weekly returns :

Divisions.	Number of unions,&c.	Number of parishes.	Area in statute acres.	Population in 1866.
1. The Metropolis.....	39	190	77,944	2,802,367
2. Southeastern.....	97	1,426	3,922,839	1,805,534
3. South Midland.....	64	1,447	3,198,570	1,295,152
4. Eastern.....	56	1,644	3,209,894	1,142,230
5. Southwestern.....	80	1,792	4,989,180	1,833,074
6. West Midland.....	82	1,667	3,851,187	2,434,614
7. North Midland.....	45	1,750	3,533,919	1,287,972
8. Northwestern.....	40	923	1,911,616	2,923,487
9. York.....	60	1,464	3,411,825	1,899,233
10. Northern.....	39	1,173	3,492,322	1,151,332
11. Welsh.....	53	1,219	5,210,747	1,311,109
England and Wales, (so far as returned)	655	14,695	36,810,543	19,886,104

The absolute, as well as the proportional numbers of the adult population under six industrial classes, are shown in the subjoined table for each division :

Divisions.	Persons aged 20 years and upwards.						
	Classes.						Total.
	1.	2.	3.	4.	5.	6.	
	Professional.	Domestic.	Commercial.	Agricultural.	Industrial.	Indefinite and non-productive.	
1. The Metropolis.....	95,925	665,168	135,846	25,260	584,787	110,944	1,617,930
2. Southeastern.....	90,086	413,256	37,907	187,250	227,043	65,687	1,021,229
3. South Midland.....	22,571	243,351	16,571	169,850	202,169	40,852	695,364
4. Eastern.....	21,245	239,981	19,883	164,577	144,230	29,082	618,998
5. Southwestern.....	46,622	364,951	29,626	215,503	285,528	57,484	999,714
6. West Midland.....	35,203	487,112	44,030	186,661	487,365	76,832	1,317,203
7. North Midland.....	16,930	244,257	16,311	150,417	241,153	29,984	699,052
8. Northwestern.....	36,290	549,109	101,295	124,838	715,542	75,757	1,062,831
9. York.....	24,804	393,346	38,661	143,508	446,765	42,451	1,089,535
10. Northern.....	13,282	240,865	35,853	82,488	207,794	32,160	612,442
11. Welsh.....	15,941	262,649	24,640	155,151	204,412	46,467	709,260
England and Wales.	418,899	4,104,045	500,623	1,605,503	3,746,788	607,700	10,983,558

Divisions.	To every 100 persons, aged 20 years and upwards, of all occupations, the proportional number of each class.						
	Classes.						Total.
	1.	2.	3.	4.	5.	6.	
	Professional.	Domestic.	Commercial.	Agricultural.	Industrial.	Indefinite and non-productive.	
1. The Metropolis.....	5.9	41.1	8.4	1.6	36.1	6.9	100.0
2. Southeastern.....	8.8	40.6	3.7	18.3	22.2	6.4	100.0
3. South Midland.....	3.2	35.0	2.4	24.4	29.1	5.9	100.0
4. Eastern.....	3.4	38.8	3.2	26.6	23.3	4.7	100.0
5. Southwestern.....	4.7	36.4	3.0	21.6	28.5	5.8	100.0
6. West Midland.....	2.7	37.0	3.3	14.2	37.0	5.8	100.0
7. North Midland.....	2.4	35.0	2.3	21.5	34.5	4.3	100.0
8. Northwestern.....	2.3	34.3	6.3	7.8	44.6	4.7	100.0
9. York.....	2.3	36.1	3.5	13.2	41.0	3.9	100.0
10. Northern.....	2.2	39.2	5.9	13.5	33.9	5.3	100.0
11. Welsh.....	2.2	37.0	3.5	21.9	28.8	6.6	100.0
England and Wales.	3.8	37.4	4.6	14.6	34.1	5.5	100.0

The numbers in the last table represent *complete* divisions ; as it was impossible, from the manner in which the census of occupations is compiled, to make the same adjustment in respect of the unreturned parishes as that effected for the first table.

Comparative statement of the number of paupers (except lunatic paupers in asylums, and vagrants) in receipt of relief on the last day of the first week of September, 1866 and 1867.

Divisions.	Year.	Number of paupers relieved—			Difference between the corresponding weeks.		Difference per cent.	
		In-door.	Out-door.	Total.	Increase.	Decrease.	Increase.	Decrease.
I. The Metropolis	1866	29,758	76,906	106,664 }	10,319	.....	9.7	.....
	1867	32,054	84,929	116,983 }				
II. Southeastern	1866	14,099	71,006	85,105 }	744	.....	0.9	.....
	1867	14,421	71,428	85,849 }				
III. South Midland	1866	7,511	59,882	67,393 }	1,314	.....	1.9	.....
	1867	7,647	61,060	68,707 }				
IV. Eastern	1866	7,827	60,299	68,126 }	394	.....	0.6	.....
	1867	8,399	60,121	68,520 }				
V. Southwestern	1866	10,149	90,696	100,845 }	1,953	.....	1.9	.....
	1867	10,831	91,967	102,798 }				
VI. West Midland	1866	13,048	83,582	96,630 }	1,177	.....	1.2	.....
	1867	14,132	83,675	97,807 }				
VII. North Midland	1866	5,579	44,317	49,896 }	494	.....	1.0	.....
	1867	5,802	44,588	50,390 }				
VIII. Northwestern	1866	17,660	69,460	87,120 }	3,517	.....	4.0	.....
	1867	19,172	71,465	90,637 }				
IX. York	1866	7,159	51,814	58,973 }	1,956	.....	3.3	.....
	1867	7,755	53,174	60,929 }				
X. Northern	1866	4,761	39,835	44,596 }	2,778	.....	6.2	.....
	1867	5,062	42,312	47,374 }				
XI. Welsh	1866	3,931	71,615	75,546 }	2,875	.....	3.8	.....
	1867	4,414	74,007	78,421 }				
England and Wales, (so far as returned.)	1866	121,482	719,412	840,894 }	27,521	.....	3.3	.....
	1867	129,689	738,726	868,415 }				

Comparative statement of the number of paupers (except lunatic paupers in asylums, and vagrants) in receipt of relief on the last day of the second week of September, 1866 and 1867.

Divisions.	Year.	Number of paupers relieved—			Difference between the corresponding weeks.		Difference per cent.	
		In-door.	Out-door.	Total.	Increase.	Decrease.	Increase.	Decrease.
I. The Metropolis	1866	29,877	75,747	105,624 }	10,833	.....	10.3	.....
	1867	32,057	84,400	116,457 }				
II. Southeastern	1866	13,886	70,854	84,740 }	1,401	.....	1.7	.....
	1867	14,216	71,925	86,141 }				
III. South Midland	1866	7,566	59,960	67,526 }	1,225	.....	1.8	.....
	1867	7,705	61,046	68,751 }				
IV. Eastern	1866	7,954	60,392	68,346 }	375	.....	0.5	.....
	1867	8,484	60,237	68,721 }				
V. Southwestern	1866	10,284	91,048	101,332 }	1,865	.....	1.8	.....
	1867	10,910	92,287	103,197 }				
VI. West Midland	1866	13,127	83,697	96,824 }	1,142	.....	1.2	.....
	1867	14,095	83,871	97,966 }				
VII. North Midland	1866	5,619	44,116	49,735 }	599	.....	1.2	.....
	1867	5,842	44,492	50,334 }				
VIII. Northwestern	1866	17,883	69,445	87,328 }	2,994	.....	3.4	.....
	1867	19,122	71,200	90,322 }				
IX. York	1866	7,178	51,812	58,990 }	1,909	.....	3.2	.....
	1867	7,758	53,141	60,899 }				
X. Northern	1866	4,787	40,053	44,840 }	2,633	.....	5.9	.....
	1867	5,112	42,361	47,473 }				
XI. Welsh	1866	3,915	71,731	75,646 }	3,160	.....	4.2	.....
	1867	4,405	74,401	78,806 }				
England and Wales, (so far as returned.)	1866	122,076	718,855	840,931 }	28,136	.....	3.3	.....
	1867	129,706	739,361	869,067 }				

Comparative statement of the number of paupers (except lunatic paupers in asylums, and vagrants) in receipt of relief on the last day of the third week of September, 1866 and 1867.

Divisions.	Year.	Number of paupers relieved—			Difference between the corresponding weeks.		Difference per cent.	
		In-door.	Out-door.	Total.	Increase.	Decrease.	Increase.	Decrease.
I. The Metropolis	1866	30,105	75,907	106,012 }	10,405	-----	9.8	-----
	1867	32,313	84,104	116,417 }				
II. Southeastern	1866	13,921	70,953	84,874 }	1,084	-----	1.3	-----
	1867	14,326	71,632	85,958 }				
III. South Midland	1866	7,718	60,350	68,068 }	1,243	-----	1.8	-----
	1867	7,766	61,545	69,311 }				
IV. Eastern	1866	8,021	60,816	68,837 }	119	-----	0.2	-----
	1867	8,623	60,333	68,956 }				
V. Southwestern	1866	10,427	91,280	101,707 }	1,496	-----	1.5	-----
	1867	10,961	92,242	103,203 }				
VI. West Midland	1866	13,242	83,520	96,762 }	1,294	-----	1.3	-----
	1867	14,135	83,921	98,056 }				
VII. North Midland	1866	5,663	44,072	49,735 }	700	-----	1.4	-----
	1867	5,879	44,556	50,435 }				
VIII. Northwestern	1866	18,026	69,427	87,453 }	3,511	-----	4.0	-----
	1867	19,281	71,683	90,964 }				
IX. York	1866	7,186	52,050	59,236 }	1,863	-----	3.1	-----
	1867	7,741	53,358	61,099 }				
X. Northern	1866	4,742	39,916	44,658 }	2,686	-----	6.0	-----
	1867	5,096	42,248	47,344 }				
XI. Welsh	1866	3,956	72,154	76,110 }	2,139	-----	-----	-----
	1867	4,413	73,836	78,249 }				
England and Wales, (so far as returned.)	1866	123,007	720,445	843,452 }	26,540	-----	3.1	-----
	1867	130,534	739,458	869,992 }				

Comparative statement of the number of paupers (except lunatic paupers in asylums, and vagrants) in receipt of relief on the last day of the fourth week of September, 1866 and 1867.

Divisions.	Year.	Number of paupers relieved.			Difference between the corresponding weeks.		Difference per cent.	
		In-door.	Out-door.	Total.	Increase.	Decrease.	Increase.	Decrease.
I. The Metropolis	1866	30,301	75,526	105,827 }	12,622	-----	11.4	-----
	1867	32,637	85,212	117,849 }				
II. Southeastern	1866	13,945	70,573	84,518 }	2,283	-----	2.7	-----
	1867	14,516	72,285	86,801 }				
III. South Midland	1866	7,799	59,923	67,722 }	1,708	-----	2.5	-----
	1867	7,852	61,578	69,430 }				
IV. Eastern	1866	8,085	60,047	68,132 }	1,100	-----	1.6	-----
	1867	8,717	60,515	69,232 }				
V. Southwestern	1866	10,548	91,545	102,093 }	1,420	-----	1.4	-----
	1867	11,064	92,449	103,513 }				
VI. West Midland	1866	13,293	83,382	96,675 }	1,033	-----	1.1	-----
	1867	14,196	83,512	97,708 }				
VII. North Midland	1866	5,714	43,958	49,672 }	914	-----	1.8	-----
	1867	5,884	44,702	50,586 }				
VIII. Northwestern	1866	18,176	69,512	87,688 }	3,238	-----	3.7	-----
	1867	19,479	71,447	90,926 }				
IX. York	1866	7,248	52,139	59,387 }	1,954	-----	3.3	-----
	1867	7,771	53,570	61,341 }				
X. Northern	1866	4,759	40,131	44,890 }	2,373	-----	5.3	-----
	1867	5,107	42,156	47,263 }				
XI. Welsh	1866	3,997	72,259	76,256 }	1,715	-----	2.2	-----
	1867	4,398	73,573	77,971 }				
England and Wales, (so far as returned.)	1866	123,865	718,995	842,860 }	29,760	-----	3.5	-----
	1867	131,621	740,999	872,620 }				

APPENDIX I.

EDUCATION.

Returns for the years 1859-'66 of—

1. The number of grants made in each year for building, enlarging, or improving elementary day schools in England and Wales, in Scotland, and in Great Britain, with the total amount of such grants.
2. The number of schools inspected, distinguishing schools from departments of schools.
3. The average number of scholars attending the schools inspected and the number of scholars present on the day of inspection.
4. The number of certificated teachers acting in the schools inspected.

Presented to both houses of Parliament by command of her Majesty.

I.—ENGLAND AND WALES.

Year.	Years ending 31st December.		Years ending 31st August.									
	Grants for building, enlarging, and improving schools.		Number of schools inspected.						Number of scholars.		Number of certificated teachers acting in schools inspected.	
	No. of grants.	Total amount.	Institutions.	Departments.					In average attendance.	Present at inspection.		
				Boys.	Girls.	Infants.	Mixed.	Total.				
		£ s. d.										
1859..	434	124,820 9 10	5,531	2,024	1,958	1,280	3,021	8,283	674,602	757,082	5,225	
1860..	388	111,274 14 2	6,012	2,162	2,048	1,414	3,388	9,012	751,325	830,971	6,342	
1861..	310	92,293 4 0	6,259	2,162	2,014	1,537	3,604	9,317	773,831	879,884	6,758	
1862..	223	58,389 17 0	6,113	2,090	1,924	1,526	3,533	9,073	799,056	889,994	7,475	
1863..	163	34,425 1 11	6,188	2,430	2,120	1,511	3,171	9,232	825,691	911,287	7,875	
1864..	129	25,329 12 6	6,428	2,039	1,750	1,448	4,028	9,265	828,946	955,179	8,587	
1865..	101	17,759 13 0	6,815	2,211	1,787	1,605	4,336	9,939	860,370	1,042,766	9,429	
1866..	120	23,250 2 5	7,081	2,243	1,841	1,651	4,550	10,285	871,309	1,086,812	9,905	

II.—SCOTLAND.

1859..	43	9,378 16 7	1,055	81	176	58	957	1,272	126,799	123,049	997
1860..	28	5,828 12 6	1,260	98	166	63	1,064	1,391	132,909	131,961	1,170
1861..	31	7,213 11 4	1,446	119	246	83	1,135	1,583	146,104	148,806	1,311
1862..	28	5,598 9 9	1,456	89	193	71	1,231	1,584	149,573	150,316	1,424
1863..	12	2,256 17 6	1,551	119	237	98	1,260	1,714	166,494	165,145	1,606
1864..	7	976 4 4	1,463	192	258	102	1,111	1,663	153,539	155,178	1,606
1865..	10	1,123 3 0	1,623	71	101	102	1,522	1,796	161,529	171,504	1,837
1866..	10	972 0 6	1,672	89	126	100	1,530	1,845	167,874	178,017	1,966

III.—GREAT BRITAIN.

1859..	477	134,199 6 5	6,586	2,105	2,134	1,338	3,978	9,555	801,401	880,131	6,222
1860..	416	117,103 6 8	7,272	2,260	2,214	1,477	4,452	10,403	884,234	962,932	7,512
1861..	341	99,506 15 4	7,705	2,281	2,260	1,620	4,739	10,900	919,935	1,028,690	8,069
1862..	251	63,988 6 9	7,569	2,179	2,117	1,597	4,764	10,657	948,629	1,040,310	8,899
1863..	175	36,681 19 5	7,739	2,549	2,357	1,609	4,431	10,946	992,185	1,076,432	9,481
1864..	136	26,305 16 10	7,891	2,231	2,008	1,550	5,139	10,928	982,485	1,110,357	10,193
1865..	111	18,882 16 0	8,438	2,282	1,888	1,707	5,858	11,735	1,021,899	1,214,270	11,266
1866..	130	24,222 2 11	8,753	2,332	1,967	1,751	6,080	12,130	1,039,183	1,264,829	11,871

NATIONAL BANK CURRENCY.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

IN ANSWER TO

A resolution of the House of the 14th instant, relative to the expense incurred by the United States government in printing currency for circulation to the national banks.

JANUARY 28, 1868.—Referred to the Committee on Banking and Currency and ordered to be printed.

TREASURY DEPARTMENT,
January 28, 1868.

SIR: I have the honor to acknowledge the receipt of House resolution of the 14th instant, "requesting the Secretary of the Treasury to furnish the House with a statement of the expense incurred by the government of the United States in printing and furnishing currency for circulation to the national banks," and to transmit herewith a report from the Comptroller of the Currency, embracing the amount paid for engraving plates and special dies, and for printing circulating notes for national banks, from the organization of the bureau to date; also the amount paid for paper during the same period.

It will be perceived that these items do not cover the whole expense incident to furnishing said circulation, such as transportation per express of notes from New York to Washington, which is included in vouchers covering other matter not connected with such circulation, and cannot be separated without causing great delay in answering the resolution. The clerical labor, sealing, numbering, and trimming required in furnishing such circulation being performed in this department by employes who are, for a portion of their time, engaged in other pursuits, the cost thereof cannot be separated.

I am, very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

The SPEAKER of the House of Representatives.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
Washington, January 18, 1868.

SIR: In response to the following resolution of the House of Representatives, "*Resolved*, That the Secretary of the Treasury be instructed to furnish to the House of Representatives a statement of the expense incurred by the government of the United States in printing and furnishing currency for their circulation to the national banks," referred to this office for reply, I have the honor to state that the total amount paid for engraving plates and special dies, and for printing circulating notes for national banks, from the organization of the bureau to this date, is..... \$1,679,356 04
The amount paid for paper during same period is..... 63,980 14

Total 1,743,336 18

Very respectfully,

H. R. HULBURD,
Comptroller of the Currency.

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

TEN-FORTY BONDS.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

IN COMPLIANCE WITH

A resolution of the House of the 21st instant, relative to the amount of United States ten-forty bonds issued or disposed of by the Treasury Department since October 1, 1867, to whom sold, &c.

JANUARY 29, 1868.—Referred to the Committee of Ways and Means and ordered to be printed.

TREASURY DEPARTMENT, *January 28, 1868.*

SIR : I have the honor to acknowledge the receipt of the following resolution, adopted by the House of Representatives on the 21st instant :

Resolved, That the Secretary of the Treasury be, and he is hereby, directed to furnish, for the use of this house, as soon as practicable, a statement showing the amount of United States ten-forty bonds issued or disposed of by the Treasury Department since the 1st day of October, 1867, the dates and prices at which they were sold, the names of the persons to whom they were sold, and the amount of commissions, if any, paid for such sales, and the names of the persons to whom they were paid, together with the reasons which, in the opinion of the Secretary, rendered it expedient to withdraw so large an amount of currency from the business of the country. And that he be further requested to report to this house what action has been taken by his department concerning the withdrawal of any five-twenty United States bonds held by the United States Treasurer to secure the circulation of the national banks, and the substitution therefor of United States ten-forty bonds, and his reasons for such action.

In compliance with the requirements of said resolution, I hand you herewith a statement prepared in the loan branch of this department, showing the amount of ten-forty bonds issued and disposed of by the Treasury Department since the 1st day of October, 1867, up to the 21st day of January, 1868, the dates and prices at which they were sold, the names of the persons to whom they were sold, the amounts and commissions paid on such sales, and the name of the agent to whom the commissions were paid.

I also hand you a statement prepared by the Comptroller of the Currency, exhibiting the action which has been taken by his bureau in regard to the withdrawal of five-twenty bonds held by the United States Treasurer to secure the circulation of the national bank notes, and the substitution therefor of United States ten-forty bonds, together with a statement of the authority under which he has acted in making such exchanges.

In further answer to said resolution, I have to say that these bonds have been sold for the purpose of putting the treasury in funds for the payment of lawful requisitions, and for the redemption of maturing obligations of the gov-

ernment, and because they could be sold at better prices, taking into consideration the difference of interest, than the five-twenty six per cents.

I have further to say, in answer to said resolution, that the sale of these bonds has not tended to withdraw currency from the business of the country, and that the operations of the Treasury Department for some months past have been such as to diminish, rather than to increase, the currency balance in the treasury.

I have the honor to be, very truly, your obedient servant,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
Washington, January 23, 1868.

SIR: I have the honor to return herewith the copy of the resolution of the House of Representatives, passed January 21, 1868, referred to me "for report upon the last paragraph," which is in these words, to wit:

And that he be further requested to report to this house what action has been taken by his department concerning the withdrawal of any 5-20 United States bonds held by the United States Treasurer to secure the circulation of the national banks, and the substitution therefor of United States 10-40 bonds, and his reasons for such action.

In compliance with this request I beg leave to state, that from the 1st day of June, 1866, to this date one million five hundred and seventy-three thousand dollars (\$1,573,000) in five-twenty six per cent. bonds, held as security for the circulation of national banks, at the rate of ninety cents on the dollar, have been surrendered; and one million six hundred and sixty-five thousand six hundred dollars (\$1,665,600) in ten-forty five per cent. bonds have been deposited with the Treasurer as such security, at the rate of eighty-five cents on the dollar, in lieu of the five-twenty bonds surrendered. During the same period three million six hundred and five thousand and five hundred dollars (\$3,605,500) in ten-forty five per cent. bonds, held as security for the circulation of national banks, at the rate of eighty-five cents on the dollar, have been surrendered; and in lieu thereof three million four hundred and five thousand and two hundred dollars (\$3,405,200) in five-twenty and six per cent. bonds of 1881 have been deposited with the Treasurer as such security, at the rate of ninety cents on the dollar.

These changes in the bonds deposited with the Treasurer of the United States as security for the circulating notes of national banks have been permitted, by virtue of the following provision in section 26 of the National Currency act, to wit:

And said Comptroller, upon terms prescribed by the Secretary of the Treasury, may permit an exchange to be made of any of the bonds deposited with the Treasurer by an association for other bonds of the United States authorized by this act to be received as security for circulating notes, if he shall be of opinion that such an exchange can be made without prejudice to the United States.

Very respectfully,

H. R. HULBURD, *Comptroller.*

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

Sale of 10-40 bonds, act of March 3, 1864.

To whom sold.	Date.	Principal.	Rate.	Premium.	Total.
F. Suydam and others, executors.	Oct. 16, 1867	\$40,000		\$150 00	\$40,150 00
William B. Lawrence	do	15,000		56 25	15,056 25
T. C. Ward	do	15,000		56 25	15,056 25
Mary S. Whitney	do	9,000		33 75	9,033 75
W. H. Halsey	do	5,000		18 75	5,018 75
T. K. Butler	do	2,000		7 50	2,750 00
Vermilye & Co.	do	63,700		238 87	63,938 87
Catharine C. Baker	do	300		1 13	301 13
Andrew Johnston	Oct. 24, 1867	7,000		26 25	7,026 25
James Rozell	do	7,000		26 25	7,026 25
Vermilye & Co.	Oct. 26, 1867	250,000		625 00	250,625 00
Smith, Randolph & Co.	do	50,000		250 00	50,250 00
Union National Bank, Phil'a	Oct. 29, 1867	100,000		250 00	100,250 00
Raleigh National Bank, N. C.	do	50,000		187 50	50,187 50
Vermilye & Co.	Oct. 30, 1867	150,000		375 00	150,375 00
Richards & Co.	do	100,000		250 00	100,250 00
Vermilye & Co.	Nov. 1, 1867	250,000		625 00	250,625 00
First National Bank, Cleveland	do	14,000		52 50	14,052 50
First National Bank, Freeport	Nov. 4, 1867	21,500		80 62	21,580 62
Belding, Keith & Co.	Nov. 5, 1867	20,000		100 00	20,100 00
Bank of the Metropolis, Boston	do	10,000		50 00	10,050 00
Vermilye & Co.	do	350,000	7 6	1,531 25	351,531 25
Vermilye & Co.	Nov. 6, 1867	150,000	7 6	468 75	150,468 75
Lounsberry & Fanshawe	do	300,000		1,500 00	301,500 00
Vermilye & Co.	do	500,000		3,125 00	503,125 00
First Nat'l B'k, Wash., small sales.	Nov. 7, 1867	120,000	1	1,200 00	121,200 00
National State Bank, Missouri	do	98,000	1	980 00	98,980 00
Morgan & Keene	do	100,000	3 3	718 75	100,718 75
Frank & Gans	do	75,000		468 75	75,468 75
Tower, Giddings & Torrey	do	25,000		125 00	25,125 00
R. K. White	do	20,000		100 00	20,100 00
Frank & Gans	Nov. 8, 1867	25,000		156 25	25,156 25
Fisk & Hatch	do	100,000		625 00	100,625 00
Marx & Co.	do	50,000		375 00	50,375 00
C. A. James	do	5,000		37 50	5,037 50
Fisk & Hatch	do	200,000		1,750 00	201,750 00
Turner Brothers	do	50,000	7 2	421 88	50,421 88
Mott & Justh	do	10,000	7 2	87 50	10,087 50
Vermilye & Co.	do	125,000	5 6	1,171 87	126,171 87
Bridge, Schiff & Co.	do	100,000	1	1,000 00	101,000 00
Fisk & Hatch	do	250,000	1	2,500 00	252,500 00
H. C. Carter	do	10,000	1 1	112 50	10,112 50
R. K. Spangleburg	do	5,000	1 1	56 25	5,056 25
Turner Brothers	do	200,000	1 1	2,250 00	202,250 00
First Nat'l B'k, Wash., small sales.	Nov. 9, 1867	100,000	1	1,000 00	101,000 00
P. M. Myers & Co.	do	7,750	1	77 50	7,827 50
First National Bank, Syracuse	do	1,200	1	12 00	1,212 00
Fisk & Hatch	do	250,000	1 1	3,750 00	253,750 00
Turner Brothers	do	100,000	1 1	1,500 00	101,500 00
Robbins, Powell & Co.	do	200,000	1 1	3,250 00	203,250 00
Robbins, Powell & Co.	do	50,000	1 1	875 00	50,875 00
Turner & Co.	do	25,000	1 1	437 50	25,437 50
I. & W. Seligman & Co.	do	50,000	1 1 3	906 25	50,906 25
I. & W. Seligman & Co.	do	50,000	1 1 3	937 50	50,937 50
Marx & Co.	do	100,000	2	2,000 00	102,000 00
Lounsberry & Fanshawe	Nov. 12, 1867	50,000	2	1,000 00	51,000 00
T. Abbott	do	50,000	2	1,000 00	51,000 00
Gibson, Belston & Co.	do	14,000	2 1	297 50	14,297 50
C. A. Collins	do	50,000	2 1	1,062 50	51,062 50
C. Unger & Co.	do	36,000	2 1	765 00	36,765 00
August Beumont & Co.	do	100,000	2 1	2,125 00	102,125 00
Andrew Quinn	Nov. 13, 1867	100,000	2 1	2,125 00	102,125 00
C. A. James	do	75,000	2 1	1,593 75	76,593 75

Sale of 10-40 bonds—Continued.

To whom sold.	Date.	Principal.	Rate.	Premium.	Total.
A. G. Myers & Co.....	Nov. 23, 1867	100,000	1 $\frac{1}{8}$ ₂	\$1,500 00	\$101,500 00
Robbins, Powell & Co.....	do.....	50,000	1 $\frac{1}{8}$ ₂	859 37	50,859 37
Robbins, Powell & Co.....	do.....	100,000	1 $\frac{1}{8}$ ₂	1,468 75	101,468 75
I. & W. Seligman & Co.....	do.....	100,000	1 $\frac{1}{8}$ ₂	1,718 75	101,718 75
Munroe & Dougherty.....	do.....	100,000	1 $\frac{1}{8}$ ₂	1,593 75	101,593 75
Bridge, Schiff & Co.....	do.....	100,000	1 $\frac{1}{8}$ ₂	1,625 00	101,625 00
Marx & Co.....	do.....	50,000	1 $\frac{1}{8}$ ₂	765 62	50,765 62
Charles T. Staggs.....	Nov. 25, 1867	2,000	$\frac{3}{4}$	15 00	2,015 00
Mechanics' Savings Bank, Roch'r	do.....	25,000	$\frac{3}{4}$	187 50	25,187 50
A. H. Gregor.....	Nov. 27, 1867	100,000	1 $\frac{1}{8}$ ₄	1,750 00	101,750 00
C. H. James.....	do.....	50,000	2	1,000 00	51,000 00
Ribon & Murtz.....	do.....	50,000	2 $\frac{1}{4}$	1,125 00	51,125 00
Kearsage Nat'l Bank, Warrentown	Nov. 29, 1867	15,000	1	150 00	15,150 00
Tower, Giddings, & Torrey.....	Dec. 18, 1867	25,000	$\frac{3}{4}$	187 50	25,187 50
H. Flegenhein.....	do.....	5,000	$\frac{3}{4}$	37 50	5,037 50
W. Painter & Co.....	do.....	20,000	$\frac{3}{4}$	150 00	20,150 00
Bridge, Schiff & Co.....	do.....	50,000	$\frac{3}{4}$	375 00	50,375 00
Munroe & Dougherty.....	Dec. 19, 1867	15,000	$\frac{2}{3}$ ₂	126 57	15,126 57
Johnston Brothers & Co.....	do.....	5,000	$\frac{2}{3}$ ₂	70 00	8,070 00
Fisk & Hatch.....	do.....	20,000	$\frac{7}{8}$	175 00	20,175 00
Foote & Walker.....	do.....	22,000	$\frac{7}{8}$	192 50	22,192 50
Tower, Giddings & Torrey.....	do.....	10,000	$\frac{7}{8}$	87 50	10,087 50
E. W. Clark & Co.....	do.....	25,000	$\frac{7}{8}$	218 75	25,218 75
Clark, Dodge & Co.....	Jan. 2, 1868	100,000	1 $\frac{1}{8}$ ₈	1,875 40	101,875 00
A. N. Dimick & Co.....	Jan. 3, 1868	11,000	1 $\frac{1}{8}$	206 25	11,206 25
Smith, Randolph & Co.....	do.....	5,000	1 $\frac{1}{8}$ ₄	87 50	5,087 50
C. Allardice.....	Jan. 4, 1868	100,000	1 $\frac{1}{8}$ ₈	1,750 00	101,750 00
Rodman Fisk & Co.....	do.....	15,000	1 $\frac{1}{8}$ ₈	281 25	15,281 25
E. E. Chase.....	Jan. 6, 1868	50,000	1 $\frac{1}{8}$ ₃ ₂	859 38	50,859 38
George Bend.....	do.....	10,000	1 $\frac{1}{8}$ ₄	175 00	10,175 00
H. A. Heiser's Sons.....	do.....	25,000	1 $\frac{1}{8}$ ₄	437 50	25,437 50
J. W. Gray.....	Jan. 8, 1868	10,000	2 $\frac{1}{4}$	225 00	10,225 00
People's Savings Bank, N. York..	Jan. 9, 1868	27,000	2 $\frac{1}{4}$	607 50	27,607 50
N. B. Keekuck.....	do.....	5,000	2 $\frac{1}{4}$	112 50	5,112 50
Beekman Brothers & Hollins....	do.....	4,000	2 $\frac{1}{4}$	90 00	4,090 00
Munroe & Dougherty.....	Jan. 10, 1868	50,000	2 $\frac{1}{8}$ ₈	1,187 50	51,187 50
H. Heyward.....	do.....	5,000	2 $\frac{1}{8}$ ₂	125 00	5,125 00
Foote & Walker.....	Jan. 13, 1868	11,000	2 $\frac{1}{8}$ ₄	302 50	11,302 50
Jay Cooke & Co., Washington..	do.....	30,000	2 $\frac{1}{8}$ ₈	750 00	30,750 00
H. A. Heiser's Sons.....	do.....	110,000	2 $\frac{5}{8}$ ₈	2,887 50	112,887 50
Cowing & Sons.....	do.....	20,000	2 $\frac{5}{8}$ ₈	525 00	20,525 00
Hatch, Foote & Co.....	do.....	10,000	2 $\frac{5}{8}$ ₈	262 50	10,262 50
Jno. Pendir.....	do.....	350,000	2 $\frac{1}{3}$ ₂	9,078 13	359,078 13
Nat'l Bank of the Republic, N. Y.	do.....	10,000	2 $\frac{1}{3}$ ₄	275 00	10,275 00
Kearsage Nat'l Bank, Warrentown	do.....	10,000	2 $\frac{1}{3}$ ₄	275 00	10,275 00
A. W. Dimmock & Co.....	Jan. 15, 1868	52,950	2 $\frac{5}{8}$ ₈	1,389 93	54,339 93
Jay Cooke & Co.....	Jan. 17, 1868	15,000	2 $\frac{5}{8}$ ₈	393 75	15,393 75
Whitehouse, Morrison & Co.....	do.....	106,000	2 $\frac{3}{4}$ ₄	2,915 00	108,915 00
Marx & Co.....	Jan. 18, 1868	250,000	2 $\frac{3}{4}$ ₄	6,875 00	256,875 00
Bridge, Schiff & Co.....	do.....	50,000	2 $\frac{3}{4}$ ₄	1,375 00	51,375 00
H. Clews & Co.....	do.....	100,000	2 $\frac{3}{4}$ ₄	2,750 00	102,750 00
Vermilye & Co.....	Jan. 20, 1868	50,000	2 $\frac{7}{8}$	1,437 50	51,437 50
H. A. Heiser's Sons.....	do.....	50,000	2 $\frac{7}{8}$	1,437 50	51,437 50
Flour City Nat'l Bank, Rochester.	do.....	1,200	2 $\frac{7}{8}$	34 50	1,234 50
Total		8,141,600	....	105,298 62	8,246,898 62

On the above principal (\$8,141,600) there was paid to the First National Bank, Washington, D. C., a commission of one-eighth ($\frac{1}{8}$) of one (1) per centum, amounting to \$10,177 00.

SURVEY OF PORT CLINTON HARBOR, OHIO.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A report by the Chief of Engineers, respecting the survey of the harbor of Port Clinton, Ohio, in compliance with the act of March 2, 1867.

JANUARY 29, 1868.—Referred to the Committee on Commerce and ordered to be printed.

WAR DEPARTMENT,
Washington City, January 28, 1868.

SIR: I have the honor to transmit herewith a report by the Chief of Engineers, dated January 27, respecting the survey of the harbor of Port Clinton, Ohio, which was made in obedience to the requirements of the act making appropriation for the repair, &c., of certain public works, approved March 2, 1867.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

HEADQUARTERS CORPS OF ENGINEERS,
Washington, D. C., January 27, 1868.

SIR: In obedience to the requirements of the act "making appropriations for the repair, preservation, and completion of certain public works heretofore commenced under authority of law, and for other purposes," approved March 2, 1867, I have the honor to transmit herewith the report, with map, of Brevet Major General T. J. Cram, United States army, colonel of engineers, on the survey of the harbor of Port Clinton, Ohio, with plan and estimates for its improvement.

The wants of commerce and navigation do not seem to warrant the expenditure at the present time of the amount of the estimate.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,
Brigadier General of Engineers, Commanding.

Hon. E. M. STANTON,
Secretary of War.

Report of Brevet Major General T. J. Cram, colonel of engineers, on the survey of the harbor of Port Clinton, Ohio, with map, to accompany letter of the Chief of Engineers to the Secretary of War, of the 27th January, 1868.

UNITED STATES ENGINEER'S OFFICE,
Detroit, Michigan, December 13, 1867.

SIR: I herewith forward my report, containing map of the survey which has been made, plan and estimate of cost of constructing a harbor at Port Clinton, Ohio, anticipating my promise of furnishing all required on the subject by Christmas.

Respectfully, your obedient servant,

T. J. CRAM,

Colonel of Engineers, Brevet Major General.

Brevet Major General A. A. HUMPHREYS,

Brigadier General, Chief of Engineers U. S. A.

Report of survey, with map, plans, and estimate of cost of construction of a harbor at Port Clinton, Ohio, by T. J. Cram, colonel of corps of engineers, brevet major general, December 13, 1867.

I.—GENERAL CONSIDERATIONS BEARING UPON THE QUESTION OF CONSTRUCTING A HARBOR AT THIS PLACE.

The survey shows that a harbor can be made here at considerable cost. It is a town of some 600 inhabitants, situated at the mouth of Portage river, emptying into Lake Erie, in Ottawa county. For miles above there are extensive tracts of superior hard-wood timber, bordering upon the stream from which come manufactured oak timber, and lumber, staves, axe-handles, wheel-hubs, spokes, &c., to be shipped; and considerable quantities of fish are also shipped, which are caught in the bay, formed by a long peninsula on the east, called Catawba island. There are seven steam mills, a stave and shingle factory, and the river passes through a farming district, rapidly improving. The value of the oak and other timber adjacent to the river is great, and would be vastly greater were the obstruction at the mouth removed.

From 13th April to 6th December, (the season of navigation,) 1867, there were, notwithstanding the obstructions, departures of vessels to the number of 510, of tonnage 28,035, engaged in the trade, of which the value of the cargoes of timber, wood, staves, handles, hubs, spokes, &c., shipped, amounted to \$1,082,399. Most of the timber comes down from Hartford or Oak Harbor, 12 miles by land and 14 miles by water above Port Clinton. The river is navigable for vessels drawing 10 feet, to about 2 miles above Oak Harbor, or 16 miles from its mouth. With the exception of one place, where there is a bar $1\frac{1}{2}$ mile above the mouth, this interior bar and the lake bar at the mouth cause much inconvenience. On the interior bar, at ordinary low stages, there is found from 4 to 6 feet of water in the channel; at the lowest stage only 4 feet.

There is considerable fluctuation in the stage of water at the mouth; since commencing the survey it has been unusually low, continuing so for several days during the survey, owing to the northwest and westerly gales. In this blow the water fell 2.15 feet below the stage which was established in the survey as the ordinary low stage to which the soundings are referred. During heavy north-east winds the water from the lake forces back the river water with a considerable current up stream. The ordinary outflowing current of the river is 2 miles per hour; but after piling up for some time the return outflow is from 5 to 6 miles per hour. These are circumstances favoring the continuance of a channel, when once well constructed and sides protected through the lake deposit at the mouth.

The heaviest seas come from the north and northeast. The northwest gales cause but little sea at this place. The head of the bay into which the river discharges is very shoal for a distance, in the shortest direction, of 1,800 feet from 10 feet water inside across the lake bar or deposit to 10 feet water in the lake, carrying over the bar at its summit only $2\frac{1}{2}$ feet at ordinary low stages. Following the present vessel track, from 10 feet water inside to 10 feet lake water over the bar, and along which vessels now struggle in entering and departing, the distance is 4,500 feet, and of bad direction, parallel to the shore, which is gradually working in upon this long channel, which at ordinary low stage has only 6 feet at the shoalest place. The bottom is found to be sand overlaying clay, the sand stratum being 5 feet at thickest place; outside there is clay holding ground. These circumstances are favorable for using piles in construction for dredging, to make a contemplated new and more direct channel, and preserving it after construction.

A ten feet harbor would be ample for all the commerce, present and prospective, of this place. This site is not adapted for refuge, nor does the general lake commerce require this for a harbor of refuge. The only considerations favoring the expenditure of money here, for bettering the condition, are those of a local character, and which have been fairly stated.

II.—PLAN OF CONSTRUCTION.

In my judgment, the best the case admits is to make a new channel in the shortest direction, seen bounded by the red lines on the map, turning the out-flow in a gentle curve, allowing vessels to easily enter and depart. The new channel to be 200 feet wide in the clear, and to be dredged to a depth of 10 feet below ordinary low stage. The sides of the new channel to be protected by revetments, consisting of large piles driven in a row, (on either side,) at distances apart of $6\frac{1}{3}$ feet from centre to centre; these piles to be connected with a watersill and binder, just below ordinary low-water stage, by nut and screw and washer-bolts, reaching through sill, pile, and binder; a stringer to be spiked on the outer side of piles of same thickness as binder, and to be 5 feet below the surface of the water; behind the binder and stringer sheet piles 4 by 12 are to be driven close to each other and spiked to the binder; the tops of the sheet piles to be capped, as also the tops of the heavy round piles; these cappings to run longitudinally with the canal, and the cappings are connected by transverse pieces at every round pile. The total length of both sides of the canal to be thus revetted is 5,300, or 1 mile and 20 feet. The cross section of the revetment is shown in figure 1 on the map. The earth, sand, and clay to be dredged out to form the channel, to be thrown out and emptied as much as can be directly from the "dipper" behind the revetment. Next to the ends of the revetment as we go out, we commence and carry out the construction by two parallel piers, 12 feet thick, and to rise 4 feet above water; these to be constructed on my plan of "close pile piers," to be filled with brush in bundles up to the surface of the water, with a four feet depth of rubble stone on top of the brush. The superstructure to be of 12 inches square sawed oak, drift bolted side timbers, and cross-tied with 8 by 10 sawed oak, and joists to be 2 by 12 gained into upper tier of ties, and planked over with 2 inch stuff and firmly spiked. The length of the west pier would be 650 and that of the east 450 feet; the earth which is to be dredged from between these piers, to be dumped at a suitable place.

The cross section of the contemplated structure for the piers is shown in fig. 2 on the map. It will be seen on the map that with this location the present light-house and a range-light, say on the revetment at L, would guide vessels in safety, and that they could enter the new channel under the strongest and prevailing winds. For the purpose of guiding vessels into the river through

the present vessel track, the light-house is of very little or no use, although it is kept up, and of permanent stone structure, with keeper's house also of stone.

The river, at the interior bar, shown on the map already referred to in I, should be improved by dredging a straight channel for about 1,500 feet in length and 200 feet in width, to the depth of ten feet, but sides of which would not require reveting; the material to be dredged is soft.

III.—ESTIMATE OF THE COST OF CONSTRUCTION.

I. 3,056 cubic yards dredging interior bar, at 30 cents.....	\$916 80
II. 13,233 cubic yards dredging to place revetment and piers, at 30 cents.....	3,969 90
III. 97,612 cubic yards dredging from between revetments and piers, at 30 cents.....	29,283 60
Total cost of material for revetment and piers, at present prices of timber, lumber, piles and iron.....	20,796 84
IV. Total cost of labor (other than dredging to place them) for constructing the revetment and piers, including the filling of the piers, at present prices for such work.....	25,983 57
V. Contingencies, at 10 per cent.....	8,095 07
Total cost (approximate).....	<u>89,045 78</u>

For a less sum than this I do not think a good harbor, adequate to the local business of that river, can be constructed, that would have any permanency. In conclusion I have to report that I have been ably assisted by Henry G. Rothwell, civil engineer, assistant in the field and office labor of this survey.

I have the honor to be, very respectfully, your obedient servant,

T. J. CRAM,

Colonel Engineers, Brevet Major General.

Brevet Major General A. A. HUMPHREYS,

Brigadier General, Chief of Engineers, U. S. A.,

Washington, D. C.

CONTRACTS BY ENGINEER DEPARTMENT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

List of contracts made by engineer department during the year 1867.

JANUARY 30, 1868.—Laid on the table and ordered to be printed.

WAR DEPARTMENT,
Washington City, January 29, 1868.

SIR: In compliance with the fifth section of the act of April 21, 1808, I have the honor to transmit herewith a list of the contracts made by officers of the corps of engineers and others on engineer duty during the year 1867.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

List of contracts received at and made by the engineer department during the year 1867, required by fifth section of act of 21st April, 1808, chapter 48, to be reported annually to Congress.

Contractors.	Date.	Objects and terms of contracts.
Hoffman & Kent, with Brevet Lieutenant Colonel J. W. Barlow, captain of engineers.	January 18	For lumber to be delivered at Fort Clinch, Fla., at \$25 per one thousand feet. Contract expires thirty days from date.
John Roost, with Brevet Colonel J. B. Wheeler, major of engineers.	February 23	For furnishing timber and lumber for cribs in Black Lake harbor, Mich., at 20 cents per running foot for pine timber and \$25 per thousand feet for pine plank. For sink pieces, placed and sunk, \$3 70 per square yard. Contract expires October 1, 1868.
James H. Ledlie, with Brevet Colonel J. B. Wheeler, major of engineers.	March 6	For furnishing iron bolts and spikes for improvement of Black Lake harbor, Mich., at 6, 9 cents for bolts per pound, and 15 cents for spikes. Contract expires first day of —, 1867.
Brooks & Adams, with Brevet Major General T. J. Cram, colonel of engineers.	March 18	For furnishing timber and lumber for the improvement of Grand River harbor, Ohio, at \$34 50 per thousand feet for all timber 25 feet and upward in length, and \$25 per thousand feet, board measure, for all timber, joists, scantling, planks and boards, 18 feet in length and under. Contract expires July 15, 1867.
Brooks & Adams, with Brevet Major General T. J. Cram, colonel of engineers.	March 18	For furnishing at Erie harbor, Penn., timber and lumber for improvement of that harbor, at \$34 per thousand feet board measure, for timber, and \$24 50 per thousand feet board measure, for lumber. Contract expires July 15, 1867.
Vincent & King, with Brevet Major General T. J. Cram, colonel of engineers.	March 21	For furnishing for Erie harbor, Penn., white-oak piles at \$8 per pile; rubble stone \$13 per cord, measured in the pier; wrought-iron spikes and cut nails at 10 cents per pound; dredging for 50 cents per cubic yard; constructing, placing and fastening cribs, 15 cents per running foot of timber, including driving of the piles at the same rate; constructing, placing and fastening the superstructure, at 10 cents per running foot of timber for the pier extension; fitting, fastening and gaining in all lumber for \$10 per thousand feet board measure. Contract expires September 1, 1868.
J. E. & D. E. Bailey, with Brevet Major General T. J. Cram, colonel of engineers.	March 22	For furnishing for improvement of Grand River harbor, Ohio, piles at \$6 per pile; for rubble stone in the work, at \$12 per cord; for wrought spikes and cut nails at 8 cents per pound; dredging, at 55 cents per cubic yard; constructing, placing and fastening cribs, for 15 cents per running foot of timber, including driving piles; for constructing, placing and fastening superstructure, 13 cents per running foot of timber; for fitting, fastening and gaining in all lumber, \$10 per thousand foot board measure. Contract expires January 1, 1868.
Lee & Dunbar, with Brevet Major General T. J. Cram, colonel of engineers.	March 29	For dredging the outer bar of Erie harbor, Penn., so as to give a uniform depth of 13 feet water over the bar, and towing away and dumping, at \$35 per cubic yard of earth. Contract expires as soon after the completion of the extension of the north pier as the weather will permit.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
Emory R. Seward, with Brevet Major General John Newton, lieutenant colonel of engineers.	May	29	For furnishing labor at the United States dikes above and below Albany, N. Y., at 40 cents per running foot of dike. Contract expires December 1, 1867.
Thomas Murdoch, with Brevet Colonel J. N. Macomb, lieutenant colonel of engineers.	March	29	For purchase of steamboat Commodore for wrecking purposes, for \$21,000. Improvement of western rivers, excepting Ohio river.
Griffith Griffith, with Captain George H. Elliot, corps of engineers.	April	4	For furnishing granite for sea-wall at Fort Point, Cala., at \$1 70 per cubic foot. Contract expires six months from date; 386 pieces granite to be furnished.
Griffith Griffith, with Captain George H. Elliot, corps of engineers.	April	4	For furnishing 189 pieces granite for sea-wall at Fort Point, Cala. at \$1 70 per cubic foot. Contract expires eight months from date.
P. Caduc, with Captain George H. Elliott, corps of engineers.	April	5	For furnishing 336 pieces granite for sea-wall at Fort Point, Cala., at \$1 78½ per cubic foot. Contract expires six months after date.
S. D. Smith, with Captain George H. Elliot, corps of engineers.	April	5	For furnishing 444 pieces granite for sea-wall at Fort Point, Cala., at \$1 59 per cubic yard. Contract expires six months from date.
Simeon Cunliff, with Brevet Major General John Newton, lieutenant colonel of engineers.	April	23	For furnishing 45,000 pounds of wrought-iron spikes for Hudson river improvement, at 5½ cents per pound. Contract expires July 15, 1867.
Simeon Cunliff, with Brevet Major General John Newton, lieutenant colonel of engineers.	April	23	For furnishing 3,000 pounds iron bolts, with nuts and washers, for Hudson river improvement, at 8 cents per pound. Contract expires July 15, 1867.
R. Nelson Gere, with Brevet Major General John Newton, lieutenant colonel of engineers.	April	25	For laying 15,000 square yards, more or less, of dry stone masonry in a slope wall on the United States dikes and islands, above and below Albany, N. Y., at 40 cents per square yard. Contract expires November 20, 1867.
William Fuller, with Brevet Major General John Newton, lieutenant colonel of engineers.	April	25	For furnishing 3,000 cubic yards of 4th class building stone at United States dikes on the Hudson river, at \$1 75 per cubic yard. Contract expires July 6, 1867.
Emory R. Seward, with Brevet Major General John Newton, lieutenant colonel of engineers.	April	26	For furnishing 3,000 cubic yards of 4th class building stone at United States dikes on the Hudson river, at \$1 75 per cubic yard. Contract expires July 6, 1867.
Lorenzo D. Loomis, with Brevet Major General John Newton, lieutenant colonel of engineers.	April	27	For driving 30,000 feet of piles, more or less, at the United States dikes, Hudson river, at 5½ cents per foot. Contract expires July 6, 1867.
Morgan Lewis, with Brevet Major General John Newton, lieutenant colonel of engineers.	April	29	For furnishing at the docks at Albany, N. Y., 100,000 feet board measure, 8-inch by 12-inch hemlock timber for United States dikes on Hudson river, at \$25 per thousand feet board measure. Contract expires July 1, 1867.
Emory R. Seward, with Brevet Major General John Newton, lieutenant colonel of engineers.	April	29	For furnishing at the United States dikes on the Hudson river, 4,000 straight piles, at 25 cents per linear foot. Contract expires June 15, 1867.
Hazlehurst & Co., with Brevet Lieutenant Colonel W. P. Craighill, major of engineers.	May	1	For furnishing material and labor for repairs on United States steam-tug, and dredges, and scows belonging to Patapsco river improvement, at rates and prices specified in schedule in contract. Contract expires November 30, 1867.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
J. H. Smith & Co., with Brevet Lieutenant Colonel W. P. Craighill, major of engineers.	May	1	For furnishing material and labor for repairs, &c., on the hulls and wood-work of the steam-tug, dredges, and scows of the United States, belonging to the improvement of the Patapsco river, at rates and prices specified in schedule in contract. Contract expires November 30, 1867.
William Fuller, with Brevet Major General John Newton, lieutenant colonel of engineers.	May	4	For furnishing, at United States dikes on the Hudson river, 8,000 cubic yards of rubble-stone, at \$1 34 per cubic yard. Contract expires August 14, 1867.
J. J. Gray & Co., with Brevet Lieutenant Colonel W. P. Craighill, major of engineers.	May	5	For furnishing labor and material, and covering with canvas roofs the steam-tug and dredges on Patapsco river improvement, at 85 cents per square yard. Contract expires ———.
George W. Townsend, with Brevet Colonel D. C. Houston, major of engineers.	May	16	For removing wreck of sunken steamer Mary Stewart, in Providence river, R. I., for \$2,000. Contract expires June 30, 1867.
James Andrews, with Brevet Brigadier General George Thom, lieutenant colonel of engineers.	May	20	For removing sunken rock in Saco river, Maine, for \$6,000. Contract expires in four weeks after notification to the contractor of the approval of the contract by the Secretary of War.
John J. Hair, with Colonel J. N. Macomb, corps of engineers.	May	20	For furnishing tackle, blocks, and cordage for three double-hulled snag-boats, building for service on western river improvements, for \$1,471 each. Contract expires September 1, 1867.
C. T. Dumont, with Colonel J. N. Macomb, corps of engineers.	May	20	For furnishing boilers, engines, and machinery for one double-hulled snag-boat, for \$28,500. Contract expires September 1, 1867.
Dennis Long, with Colonel J. N. Macomb, corps of engineers.	May	20	For furnishing boilers, engines, and machinery for one double-hulled snag-boat, for \$26,500. Contract expires thirty days after the boat is ready to receive the machinery, &c.
Marine Railway & Dock Company, Cincinnati, with Colonel J. N. Macomb, corps of engineers.	May	20	For delivering the hulls and attachments for two double-hulled snag-boats, for \$24,400 each, for service on western rivers. Contract expires September 1, 1867.
William Jones, with Colonel J. N. Macomb, corps of engineers.	May	20	For delivering at the wharf at Louisville, Ky., the hull and attachments for one double-hulled snag-boat for service on the western rivers, for \$24,000. Contract expires September 17, 1867.
Hill, Hewitt & Co., with Colonel J. N. Macomb, corps of engineers.	May	21	For doing the cabin and joiner work, at Louisville, Ky., of one double-hulled snag-boat, for service on western rivers, for \$7,500. Contract expires thirty-five days after the boat shall have been launched.
Morton & Startzman, with Colonel J. N. Macomb, corps of engineers.	May	21	For doing the cabin and joiner work, at Cincinnati, Ohio, of one double-hulled snag-boat, for service on the western rivers, for \$7,500. Contract expires forty days from the time of launching.
Vance & Armstrong, with Colonel J. N. Macomb, corps of engineers.	May	22	For doing, at Madison, Iowa, the cabin and joiner work for one double-hulled snag-boat, for service on the western rivers, at \$7,000. Contract expires in thirty days after the boat is ready to receive her cabin, &c.
Thomas J. Hill, with Brevet Colonel D. C. Houston, major of engineers.	May	23	For dredging out the channel of the Providence river, R. I., at the Crook, at 1½ cent per cubic foot of material dredged. Contract expires when the work is completed.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
Neal Manufacturing Co., Madison, Ind. with Colonel J. N. Macomb, corps of engineers.	May	22	For delivering boilers, engines, and machinery, at Madison, Ind., for one double-hulled snag-boat, for service on the western rivers, for \$28,500. Contract expires thirty days after the hull is placed at the landing.
John Schuelte, with Bv't Colonel J. B. Wheeler, major of engineers.	May	29	For furnishing dredge, scows, and machinery, and labor, and dredging to a depth of 12 feet in Manitowoc harbor, Wis., for 20 cents per cubic yard. Contract expires when ordered to stop by the engineer in charge.
John Schuelte, with Bv't Colonel J. B. Wheeler, major of engineers.	May	29	For delivering, and to be applied to improvement of Manitowoc harbor, Wis., 80 round white oak piles, (30 feet long, and 8 inches in diameter,) at 15 cents per lineal foot. Contract expires October 1, 1867.
Captain John Rodgers, with W. Milnor Roberts, superintend'g engineer.	May	30	For furnishing a steamer, and boats, &c., to be used in removing snags, trees, wrecks, &c., from the Ohio river, for \$88 50 per day, for a day's work, and half that sum when prevented from working by causes stated. Contract expires in two months after the commencement of the work, if the supervising engineer so determines; if not, to continue during the working season of 1867.
Heber Squier, with Brevet Colonel J. B. Wheeler, major of engineers.	May	31	For furnishing labor, machinery, and appliances, and for constructing and putting in place two piers at the harbor of Muskegon, Mich., for 12 cents per lineal foot of timber used. Contract expires October 1, 1868.
Gelley & Weston, with Brevet Colonel J. B. Wheeler, major of engi- neers.	May	31	For delivering for improvement of the harbor at Manistee, Mich., 9,764 feet of pine timber, at \$12 90 per thousand feet board measure; 6,912 feet of plank, at \$14 per thousand feet board measure, and 100 piles, (Norway pine,) at 8 cents per lineal foot. Contract expires June 1, 1868.
E. A. Bill, with Brevet Colonel D. C. Houston, major of engineers.	June	1	For dredging out the channel of the Thames river, Conn., below Norwich, to a depth of 14 feet at high water, at 45 cents per cubic yard. To commence work on or before June 5, and prosecute the same to completion.
P. M. Danaher, with Bv't Colonel J. B. Wheeler, major of engineers.	June	3	For furnishing 9,794 feet of timber, 6,912 feet of lumber, and 100 piles, for improvement of the harbor of Pere Marquette, Mich., at 12½ cents per foot for timber; \$18 per thousand feet, board measure, for lumber; and 8 cents per lineal foot for piles. Contract expires June 1, 1868.
Hasbrouck & Conro, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	3	For dredging in the harbor of Pere Marquette, Michigan, and for constructing and putting in place a pier extending into Lake Michigan 768 feet, more or less, at 36 cents per cubic yard for dredging, and 14 cents per lineal foot of timber used in constructing, framing, placing and filling and completing piers. Contract expires when ordered to stop dredging, and on the pier October 31, 1868.
P. M. Danaher, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	3	For furnishing timber, plank, and piles for improvement of harbor of Pentwater, Michigan, at 12 cents per lineal foot for plank—\$12 per M board measure; and 8 cents per lineal foot for piles.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
Hasbrouck & Couro, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	3	For labor for constructing and putting in place a pier extending from the harbor of Pentwater, Michigan, out into Lake Michigan a distance of 768 feet, more or less, and for furnishing labor and machinery, &c., and dredge between the piers to a depth of twelve feet, at 36 cents per cubic foot for dredging, and 14 cents per lineal foot of timber for construction, &c. of pier. Contract expires for dredging until ordered to stop, and October 31, 1867, for pier.
Carkin & Kimball, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	3	For constructing and putting in place in White Lake harbor, Michigan, 1,150 feet, more or less, of close piling, they supplying the labor, machinery, &c., and also furnish all stone slabs, &c., for filling the close piling and cribs at 7 cents per lineal foot of timber used in close piling and pier work, and 5½ cents per lineal foot for driving piles; at \$14 90 for stone in cribs or close piling, and \$1 42 per cord for slabs or brush. Contract expires October 1, 1868.
Carkin & Kimball, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	5	For furnishing material and labor and cutting at the harbor of New Buffalo, Michigan, a channel 200 feet wide, with a waterway of not less than twelve feet deep at any point, protecting the banks by close piling and such pier work as may be necessary, at, for timber, \$15 per M, board measure; plank, \$16 per M, board measure; piles, 8 cents per lineal foot; stone, \$15 75 per cord; slabs and brush, \$2 90; framing, 8½ cents per lineal foot; driving piles, 6½ cents per lineal foot; dredging, 34 cents in soft, and 70 cents in hard, material per cubic yard. Contract expires October 31, 1868.
Thomas S. White, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	7	For delivering at Grand Haven harbor, Michigan, for its improvement, timber, plank, and piles, at 14 1-10 cents per cubic foot; plank, \$14 50 per M, board measure; piles, 7 cents per lineal foot, board measure. Contract expires June 1, 1868.
R. Nelson Gere, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	8	For furnishing bolts and spikes for improvement of the harbor of Pentwater, Michigan, at 4 9-10 cents per pound. Contract expires June 1, 1868.
R. Nelson Gere, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	8	For furnishing bolts and spikes for improvement of Marquette harbor, Michigan, at 4 9-10 cents per pound. Contract expires June 1, 1868.
Galen Eastman, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	8	For furnishing pine timber, plank, piles, stone, and brush or slabs, for improvement of the harbor of South Haven, Michigan, at \$12 25 per M feet, board measure, for timber; \$15 per M feet, board measure, for plank; 8 cents per lineal foot for piles; \$14 per cord for stone; and \$2 per cord for brush or slabs. Contract expires June 1, 1868.
R. Nelson Gere, with Brevet Colonel J. B. Wheeler, major of engi- neers.	June	8	For furnishing wrought-iron bolts and spikes for improvement of harbor of South Haven, Michigan, at 4 9-10 cents per pound. Contract expires June 1, 1868.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
R. Nelson Gere, with Brevet Colonel J. B. Wheeler, major of engineers.	June	8	For furnishing wrought-iron bolts for improvement of the harbor of New Buffalo, Michigan, at 4 9-10 cents per pound. Contract expires June 1, 1868.
R. Nelson Gere, with Brevet Colonel J. B. Wheeler, major of engineers.	June	8	For furnishing wrought-iron bolts and spikes for the improvement of White Lake harbor, Michigan, at 4.9 cents per pound. Contract expires June 1, 1868.
Galen Eastman, with Brevet Colonel J. B. Wheeler, major of engineers.	June	8	For furnishing pine timber, plank, and piles for the improvement of the harbor of Muskegon, Michigan, at \$12 83 per M feet, board measure, for timber; \$14 per M feet, board measure, for plank; and 8 cents per lineal foot for piles. Contract expires June 1, 1868.
R. Nelson Gere, with Brevet Colonel J. B. Wheeler, major of engineers.	June	8	For furnishing bolts and spikes for improvement of the harbor of Muskegon, Michigan, at 4.9 cents per pound. Contract expires June 1, 1868.
R. Nelson Gere, with Brevet Colonel J. B. Wheeler, major of engineers.	June	8	For furnishing wrought-iron bolts and spikes for the improvement of the harbor of Manistee, Michigan, at 4.9 cents per pound. Contract expires June 1, 1868.
Galen Eastman, with Brevet Colonel J. B. Wheeler, major of engineers.	June	8	For furnishing for improvement of the harbor of Manistee, Michigan, stone, slabs, or brush at \$14 88 per cord for stone, and \$2 per cord for slabs or brush. Contract expires June 1, 1868.
Henry Starke, with Brevet Colonel J. B. Wheeler, major of engineers.	June	8	For furnishing the labor, machinery, &c., and constructing and putting in place in the harbor of Manistee, Michigan, a pier extending outward into Lake Michigan 768 feet, more or less, at 15 cents per lineal foot of timber used in constructing the same. Contract expires October 31, 1868.
George Hannahs, with Brevet Colonel J. B. Wheeler, major of engineers.	June	10	For furnishing the labor, machinery, &c., and constructing and putting in place in the harbor of South Haven, Michigan, two piers extending outward into Lake Michigan 640 feet, at 14 cents per lineal foot of timber used in the construction of the pier. Contract expires October 31, 1868.
Thomas Dunbar & Co., with Brevet Major General T. J. Cram, colonel of engineers.	June	5	For doing all the dredging, towing, and dumping in the harbor of Sandusky, Ohio, below Fremont, necessary to obtain twelve feet of water of uniform depth of channel, for 27 cents per cubic yard of earth dredged, measured in the scow. Contract expires September, 1868.
J. M. & J. W. Deering, with Brevet Brigadier General George Thom, lieutenant colonel of engineers.	June	14	For furnishing rough stone for the breakwater at the mouth of Saco river, Maine, at \$1 81 per ton of 2,240 pounds, delivered and deposited in position. Contract expires July 1, 1868.
Fox & Howard, with Brevet Colonel J. B. Wheeler, major of engineers.	June	14	For furnishing all the labor, dredges, scows, &c., and dredging at the harbor of White lake, Michigan, a channel 200 feet wide, giving a water-way from White lake into Lake Michigan, with a depth of not less than twelve feet, at 28 cents per cubic yard of earth excavated. Contract expires October 31, 1868.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
Ledlie & Corse, with Brevet Colonel J. B. Wheeler, major of engineers.	June	15	For furnishing stone, brush, or slabs, for use in the improvement of the harbor of Pere Marquette, Michigan, at \$13 98 for stone per cord, and \$1 49 per cord for brush or slabs. Contract expires July 1, 1868.
F. D. Van Wagner, with Brevet Colonel J. B. Wheeler, major of engineers.	June	15	For furnishing stone, brush, or slabs for use in the improvement of the harbor of Pentwater, Michigan, at \$16 per cord for stone, and \$6 per cord for brush or slabs. Contract expires June 1, 1868.
Ledlie & Corse, with Brevet Colonel J. B. Wheeler, major of engineers.	June	15	For furnishing stone, brush, or slabs for use in the improvement of Muskegon harbor, Michigan, at \$13 88 per cord for stone, and \$2 per cord for brush or slabs. Contract expires July 1, 1868.
J. Hankey, with Brevet Lieutenant Colonel W. P. Craighill, major of engineers.	June	17	For supplying all coal required by the steam-tug and dredges engaged on the improvement of the Patapsco river, at \$5 25 per ton. Contract expires November 15, 1867.
Brooks & Adams, with Brevet Major General T. J. Cram, colonel of engineers.	June	22	For furnishing twelve-inch square sawed hard pine timber for use in improvement of harbor of Huron, Ohio, at \$34 per M feet, board measure, for all sticks thirty feet long, and \$24 per M feet, board measure, for all sticks less than thirty feet long. Contract expires June 25, 1867.
Amasa Dingley, with W. Milnor Roberts, superintendent Ohio river improvement.	June	24	For the purchase of the steamer Tidionte, her tackle, apparel, furniture, &c., complete, and in running order, for use on the Ohio river improvement, and to be delivered at Pittsburg, Pennsylvania, for \$7,000; payment to be made when the vessel is delivered and accepted.
Case & Van Wagener, with Brevet Major General J. H. Wilson, lieutenant colonel thirty-fifth infantry.	June	28	For furnishing all boats and machinery, &c., and performing all the labor necessary to excavate and remove from the bottom of the Mississippi river on the upper, or Rock Island rapids, all rock or other material necessary for a continuous channel not less than 200 feet wide and four feet deep in lowest stages of the river, at the following rates, viz: at Smith's chain, \$14 per cubic yard; at Sycamore chain, \$13 per cubic yard; at Crab island, \$13 per cubic yard; at St. Louis chain, \$13 per cubic yard; at Campbell's chain, \$15 per cubic yard; from Campbell's chain to Duck Creek chain, \$13 per cubic yard; at Duck Creek, Moline, and Lower chains, \$10 per cubic yard. Contract expires when the appropriation is exhausted.
William H. Rotan, with Lieutenant Colonel Charles S. Stewart, corps of engineers.	June	29	For furnishing all the labor, means, and appliances necessary, and removing government piers, wharves, bridges, and landings at Marcus Hook, in the Delaware river, and such obstructions as may be connected therewith as may be designated by the engineer in charge, and furnish all the labor, means, and appliances to enable him to repair, improve, rebuild, and replace the said piers, wharves, &c., at the rate of 14 cents per foot lineal of timber, 14 cents per lineal foot of piles, and 15 cents per foot, board measure, for plank, measured in place. Contract expires September 15, 1867.

List of contracts, &c.—Continued.

Contractors.	Date.	Objects and terms of contracts.
William H. Rotan, with Lieutenant Colonel Charles S. Stewart, corps of engineers.	June 29	For furnishing timber, plank, &c., to be used in repairing government wharves, &c., at Marcus Hook, on the Delaware river, at 14 cents per foot face for hemlock wharf timber; 7 cents per foot lineal for hemlock piles, ties, &c.; 30 cents per foot face for white pine wharf timber, &c.; 4 cents per foot, board measure, for white pine bridge timber and plank; 5½ cents per foot, board measure, for oak timber for fenders; 4 cents per foot, board measure, for mooring posts. Contract expires September 15, 1867.
William H. Rotan, with Lieutenant Colonel Charles S. Stewart, corps of engineers.	June 29	For furnishing wrought-iron bolts, corner plates, spikes, screw bolts, and ring bolts for repairing piers, wharves, &c., at Marcus Hook, on the Delaware river, at 7 cents per pound for bolts; 10 cents per pound for corner plates and spikes; 14 cents per pound for screw bolts; and 16 cents per pound for ring bolts. Contract expires September 15, 1867.
Valentine Kuhlmann, with Brevet Colonel J. B. Wheeler, major of engineers.	July 2	For furnishing stone for cribs of piers in the harbor of Milwaukee, Wisconsin, at \$2 70 per cubic yard. Contract expires November 1, 1867.
P. M. Danaher, with Brevet Colonel J. B. Wheeler, major of engineers.	July 6	For furnishing timber, plank, labor, and machinery, &c., and constructing and putting in place a pier at the harbor of Racine, Wisconsin, extending into Lake Michigan 416 feet, at \$14 97 per M, board measure, for 12-inch square timber; for framing, placing, sinking, and filling cribs, 13¾ cents per lineal foot of timber used. Contract expires September 1, 1868.
R. Nelson Gere, with Brevet Colonel J. B. Wheeler, major of engineers	July 6	For furnishing wrought-iron bolts and spikes for thirteen cribs in the harbor of Racine, Wisconsin, at 5 cents per pound for bolts, and 7 cents per pound for spikes. Contract expires October 1, 1867.
Ledlie & Corse, with Brevet Colonel J. B. Wheeler, major of engineers.	July 6	For furnishing stone and brush or slabs for filling cribs in the harbor of Racine, Wisconsin, at \$2 69 per cubic yard, and \$5 40 per cord for brush or slabs. Contract expires July 15, 1868.
George W. Townsend, with Brevet Major General J. G. Foster, lieutenant colonel of engineers.	July 10	For removing Tower and Corwin Rocks in Boston harbor, Massachusetts, at \$90 per day, Sundays excepted. Contract expires September, 1867.
Albert A. Dodge, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July 12	For furnishing the labor for the construction of the pier at the harbor of Oak Orchard, New York, at 3¾ cents per lineal foot of timber and cubic foot of plank, and one cent per pound for the iron and spike used in the pier. Contract expires 31st December, 1868.
Albert A. Dodge, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July 12	For furnishing the labor for the construction of the pier at the harbor of Olcott, (Eighteen-mile creek,) New York, at 4½ cents per lineal foot of timber and cubic foot of plank, and one cent per pound for the iron and spike used in the pier. Contract expires 31st December, 1868.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
Charles Woolley, with Brevet Major General J. G. Foster, major of engineers.	July	12	For removing, by dredging in the upper middle bar, Boston harbor, about 40,000 cubic yards of material, to cut a channel in the centre of the present channel of a uniform width and a depth of twenty-three feet, at 75 cents per cubic yard of material. Contract expires July 1, 1868.
James R. Grant, with Lieutenant Colonel C. S. Stewart, major of engineers.	July	15	For furnishing iron bolts and screw bolts necessary for the new cribs and piers at Marcus Hook, on the Delaware river, at 6½ cents for bolts, and 10 cents for screw bolts, per pound. Contract expires January 1, 1868.
Abraham P. Eyre, with Lieutenant Colonel C. S. Stewart, corps of engineers.	July	13	For furnishing all the labor, means, and appliances necessary for the construction and constructing four timber cribs for the new piers at Marcus Hook, on the Delaware river, and sinking said cribs, at 5 cents per foot, face measured in the work. Contract expires January 1, 1868.
William Burke, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July	12	For furnishing and delivering at Charlotte, mouth of the Genesee river, New York, 30,000 pounds of round American iron from one to one and a half inch diameter, and 7,000 pounds of six or eight inch wrought spike, at 7½ cents per pound for iron, and 7 cents per pound for spike. Contract expires September 20, 1867.
Abraham P. Eyre, with Lieutenant Colonel C. S. Stewart, corps of engineers.	July	13	For furnishing hemlock wharf timber for four new piers at Marcus Hook, on the Delaware river, at 14½ cents per foot, face. Contract expires September 1, 1868.
Templeton & Payne, with Brevet Colonel D. C. Houston, major of engineers.	July	18	For dredging in the Pawtucket river, between the Red bridge and the city of Pawtucket, for a channel of six feet at low water, at 35 cents per cubic yard of material. Contract expires December 31, 1867.
Luther Whitney, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July	22	For furnishing labor and building breakwater at Plattsburg, New York, at \$12 per lineal foot, measured along the centre. Contract expires ———.
Luther Whitney, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July	22	For furnishing rag or drift iron bolts for the breakwater at Plattsburg, New York, at 6 cents per pound. Contract expires December 31, 1867.
Luther Whitney, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July	22	For furnishing white pine timber at 25 cents per lineal foot; white pine ties at 10 cents per lineal foot, for the breakwater at Plattsburg, New York. Contract expires December 31, 1867.
Moore & Harrington, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July	23	For furnishing stone for filling cribs in the harbor of Oak Orchard, New York, at \$6 47 per cord. Contract expires December 31, 1868.
A. B. Cooley & Co., with Brevet Lieutenant Colonel W. P. Craighill, major of engineers.	July	23	For excavating a channel way one hundred feet wide and eight feet deep at low water in the Susquehanna river below Havre de Grace, at 25 cents per cubic yard of material excavated. Contract expires ———.
David Smoke, with Brevet Colonel J. B. Wheeler, major of engineers.	July	18	For furnishing stone, brush, or slabs for the completion of the piers at the harbor of Superior City, Wisconsin, at \$11 per cord for stone, and \$3 per cord for brush or slabs. Contract expires July 15, 1868.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
James M. Andrews, with Brevet Brigadier General George Thom, lieutenant colonel of engineers.	July	24	For removing sunken rock in Saco river, Maine, at Little's island, at \$2,000. Contract expires October 1, 1867.
Gelley & Weston, with Brevet Colonel J. B. Wheeler, major of engineers.	July	24	For furnishing timber, plank, piles, and labor for constructing 1,000 feet of pier work in the harbor of Ontonagon, Michigan, at 15 ⁷ / ₁₀ cents per lineal foot for timber; \$18 per thousand feet, board measure, for plank; 8 cents per lineal foot for piles; for framing 16 ⁷ / ₁₀ cents per lineal foot of timber. Contract expires November 1, 1869.
S. S. Vaughn, with Brevet Colonel J. B. Wheeler, major of engineers.	July	24	For furnishing stone, brush, or slab for the pier at the harbor of Ontonagon, Michigan, at \$3 75 per cubic yard for stone, and \$1 26 ¹ / ₂ per cubic yard for brush or slabs. Contract expires August 15, 1868.
Coburn & Ray, with Brevet Colonel J. B. Wheeler, major of engineers.	July	25	For furnishing timber piles and labor and constructing and putting in place a pier extending 1,000 feet into Lake Michigan, at 24 cents for each foot of twelve inches square timber; 13 cents per lineal foot for piles; for driving piles \$4 each; for plank and scantling \$16 per thousand, board measure; for dredging, 48 cents per cubic yard; for framing, placing, sinking, and filling cribs, 20 cents per lineal foot of timber used. Contract expires October 31, 1869.
Bartram Booth, with Lieutenant Colonel C. S. Stewart, corps of engineers.	July	25	For furnishing timber for piers, wharves, and bridges at Chester, on the Delaware river, at \$34 per thousand feet, board measure, for white pine cap logs; 30 cents per cubic foot of white pine bridge timber and mooring posts, and per foot face of white pine wharf timber; \$31 per thousand feet, board measure, for plank; 7 cents per foot for hemlock tie timber; \$47 50 per thousand feet, board measure, for white-oak posts and fenders. Contract expires December 1, 1867.
James Nelson, with Lieutenant Colonel C. S. Stewart, corps of engineers.	July	26	For furnishing labor on piers, wharves and bridges, at Chester, Pa., on the Delaware river, at 18 cents per foot face of wharf and pier work, measured in place. Contract expires December, 1867.
Sanford A. Hooper, with Brevet Major General G. K. Warren, major of engineers.	July	26	For removing snags and boulders from the Minnesota river, between the Little Rapids and the Yellow Medicine river, at the following rates for logs, stumps and trees: 6 inches diameter and not over 20 inches, each, \$4 95; 20 inches diameter and not over 30 inches, each, \$6; 30 inches diameter and not over 36 inches, each, \$7 50; 36 inches diameter and not over 42 inches, each, \$11. For boulders, per cubic yard, \$4 90. Contract expires January 1, 1868.
Albert A. Dodge, with Brevet Colonel C. E. Blunt, corps of engineers.	July	29	For furnishing wrought-iron bolts and spikes for use in improving harbor at Olcott, N Y., at 6 ³ / ₄ cents per pound for screw bolts with nuts and washers; 5 ¹ / ₂ cents per pound for drift bolts; and 7 ¹ / ₄ cents per pound for spikes. Contract expires December 31, 1868.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
James R. Grant, with Lieutenant Colonel C. S. Stewart, corps of engineers.	July	25	For furnishing iron, bolts, corner plates, spikes, screw bolts and ring bolts, for the repair of piers, wharves and bridges, at Chester, Pa., at 6 cents per pound for iron bolts, and 10 cents per pound for corner plates, spikes, screw and ring bolts. Contract expires November 1st, 1867.
Albert A. Dodge, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July	29	For furnishing wrought-iron bolts and spikes for use in improvement in harbor of Oak Orchard, N. Y., at $6\frac{3}{4}$ cents per pound for screw bolts, with nuts and washers; $5\frac{1}{2}$ cents per pound for drift bolts; and $7\frac{1}{2}$ cents per pound for 8-inch spikes. Contract expires December 31, 1868.
Swift's Iron and Steel Works, Cincinnati, O., with Colonel J. N. Maccomb, corps of engineers.	July	29	For furnishing iron for snag-boats: 6 tons, 2 inches in diameter and $20\frac{1}{2}$ inches in length; 7 tons of rods, $\frac{3}{4}$ inch in diameter and 8 inches in length, at $8\frac{1}{2}$ cents per pound. Contract expires August 20, 1867.
Henry Werry, with Colonel J. N. Maccomb, corps of engineers.	July	29	For furnishing labor and making chains for snag-boats, as follows: one chain 80 feet in length, of round iron, 2 inches in diameter, at 5 cents per pound; 6 chains, with shackles, of 400 feet in length each, of round iron, $\frac{3}{4}$ inch in diameter, at 6 cents per pound. Contract expires in 4 months after beginning the work, in 1867. Iron to be delivered to contractor in August, 1867.
Edwin Allen, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July	30	For furnishing dredges, machinery, scows, &c., and dredging in the harbor of Oswego, N. Y., at 23 cents per cubic yard for sand, mud and fine gravel, measured in scows; for tearing up and removing old crib, \$1 25 per cubic yard; for all other stone, 50 cents per cubic yard. Contract expires October 31, 1863.
R. Nelson Gere, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July	31	For furnishing bolts and spikes at harbor of Burlington, Vt., at 6 8-10 cents per pound for spike and 4 95-100 cents per pound for pointed wrought-iron drift bolts, 2 feet long and 1 inch in diameter. Contract expires November 1, 1868.
Richard Gorsline, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	July	31	For building cribs, constructing wing pier and repairing west pier, at the harbor of Charlotte, N. Y., at \$75 for each crib; for framing and putting together all timber, making and putting in all bolts, plank, and fully completing the same, \$5 for each lineal foot so completed of wing pier; for repairing the west pier, \$3 50 for each lineal foot of broken pier. Contract expires December 31, 1867.
D. J. Williams & Co., with Colonel J. N. Maccomb, corps of engineers.	July	31	For painting and glazing two double-hulled snag-boats, one at Cincinnati, Ohio, and one at Madison, Ind., at \$1,800 each. Contract expires in ten days after the completion of the joiner work.
Jennings & Hart, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August	1	For furnishing materials and building break-water at Burlington, Vt., at \$4 $37\frac{1}{2}$ for every thousand feet board measure of timber and lumber used. Contract expires November 30, 1868.

List of contracts, &c.—Continued.

Contractors.	Date.	Objects and terms of contracts.
John Hutchinson, with Brevet Major General John Newton, lieutenant colonel of engineers.	August 4	For furnishing 4,000 pounds inch wrought iron rods, with 3 inch square heads, 12 feet long, more or less, with nuts and washers, for improvement of the Hudson river, at 6½ cents per pound. To be delivered at Albany, N. Y. Contract expires September 20, 1867.
R. Nelson Gere, with Brevet Major General T. J. Cram, colonel of engineers.	August 3	Furnishing wrought iron bolts, spikes and cut-nails, for use on improvement of Dunkirk harbor, N. Y., at 4 48-100 cents per pound for 1 inch square, drift, bolt iron bars, 16 feet long; 6 8-10 cents per pound for 5 inch spikes, 5-16 inch in diameter; 6 8-10 cents per pound for 6 inch spikes, 3-8 inch in diameter; 6 8-10 cents per pound for 10 penny cut nails. Contract expires June 10, 1868.
Morrow, Barnhill & Co., with W. Wilnor Roberts, superintendent of Ohio river improvement.	August 6	For furnishing two new double-flued boilers for steamer "Tidionte," for \$2,200. Contract expires August 25, 1867.
George P. Wescott, with Brevet Brigadier General George Thom, lieutenant colonel of engineers.	August 6	For furnishing labor required for completing the unfinished capping of the present breakwater in Portland harbor, Me., at \$11 per lineal foot. Contract expires July 1, 1868.
Charles Staples & Son, with Brevet Brigadier General George Thom, lieutenant colonel of engineers.	August 6	For furnishing on the breakwater at Portland, Me., 750 pounds first quality composition bolts, 6 inches long and 1¼ inch diameter, at 39 cents per pound. Contract expires July 1, 1868.
Peter White, for Marquette & Pacific Rolling Mill Company, with Brevet Colonel J. B. Wheeler, major of engineers.	August 6	For furnishing bolts and spikes, necessary for the completion of 1,000 feet of pier work at the harbor of Marquette, Mich., at 4½ cents per pound, for bolts, and 4½ cents per pound for wrought iron 6 inch spikes. Contract expires October 31, 1867.
Gelley & Weston, with Brevet Colonel J. B. Wheeler, major of engineers.	August 6	For furnishing all labor, machinery and appliances, and constructing and putting in place a pier at the harbor of Marquette, Mich., extending a distance of 1,000 feet outward into Lake Michigan, at 10 7-10 cents per lineal foot of timber used in its construction, including construction, placing, filling and sinking cribs. Contract expires December 31, 1869.
Peter White, for Marquette and Pacific Rolling Mill Co., with Brevet Colonel J. B. Wheeler, major of engineers.	August 7	For furnishing wrought iron bolts and spikes to be used for the completion of 1,000 feet of pier work at the harbor of Superior city, Wisconsin, at 5 cents per pound for bolts, and 5 cents per pound for spike. Contract expires October 31, 1867.
Albert A. Dodge, with Brevet Colonel C. E. Bunt, lieutenant colonel of engineers.	August 9	For furnishing dredges, scows, and all appurtenances and dredging in the harbor of Ogdensburg, New York, at 17 cents per cubic yard of material measured in the scows. Contract expires December 1, 1868.
Pierce & Rowe, with Brevet Brigadier Colonel Geo. Thom, lieutenant colonel of engineers.	August 9	For furnishing stone for the breakwater in Portland harbor, Maine, at \$24 45 per lineal foot of breakwater completed. Contract expires July 1, 1868.
Peter White, for Marquette and Pacific Rolling Mill Co., with Brevet Colonel J. B. Wheeler, major of engineers.	August 9	For furnishing wrought-iron bolts and spike for the completion of 1,000 feet of pier work at the harbor of Ontonagon, Michigan, at 5 cents per pound for bolts and spike. Contract expires October 31, 1867.

List of contracts, &c.—Continued.

Contrators.	Date.	Objects and terms of contracts.
David Quinn, with Brevet Colonel J. B. Wheeler, major of engineers.	August 10	For furnishing all the labor, boats, machinery, &c., and removing rock at the entrance of the harbor at Eagle harbor, Michigan, so as to obtain a depth of not less than 14 feet at low water, at \$58 per cubic yard. Contract expires October 1, 1868.
William Ferguson, with Brevet Colonel J. B. Wheeler, major of engineers.	August 10	For furnishing timber, plank, stone, and brush necessary to complete 1,000 feet of pier work in the harbor of Marquette, Michigan, at the following prices: for 12-inch square timber, 14½ cents per lineal foot; for 3-inch plank, \$16 per M, board measure; for stone, \$1 25 per cubic yard; for brush, \$1 25 per cubic yard. Contract expires July 1, 1868.
Joseph L. Powley, with Brevet Major General John Newton, lieutenant colonel of engineers.	August 10	For driving piles at dikes and islands on Hudson river improvement, at 5 cents per foot. Contract expires October 20, 1867.
Hill, Hewitt & Co., with Colonel J. N. Macomb, corps of engineers.	August 12	For painting and glazing one double-hulled snag-boat at New Albany, Indiana, at \$2,043. Contract expires 10 days after the completion of the joiner work, 1867.
Thomas Flood, with Brevet Major General John Newton, lieutenant colonel of engineers.	August 13	For doing the wood work on the United States dikes between Albany and Troy, Hudson river, New York, 3,000 running feet more or less, at 55 cents per running foot of dike. Contract expires September 30, 1867.
The same with the same.	August 13	For grading and paving 10,000 square yards more or less, at the United States dikes and islands between Albany and Troy, on the Hudson river, at 41 cents per square yard, surface measure. Contract expires November 30, 1867.
The same with the same.	August 13	For furnishing 10,000 cubic yards, more or less, of rubble stone, on the United States dikes and islands between Albany and Troy, on the Hudson river, New York, at \$1 50 (delivered in the dikes) per cubic yard. Contract expires September 30, 1867.
Thomas Flood, with Brevet Major General John Newton, lieutenant colonel of engineers.	August 13	For furnishing 3,000 straight piles, more or less, of spruce, yellow or white pine, or chestnut, for the dikes and islands on the Hudson river, New York, between Albany and Troy, at 10 cents per lineal foot. Contract expires September 30, 1867.
John W. P. Allen, with Brevet Colonel C. E. Blount, lieutenant of engineers.	August 14	For furnishing dredges, scows and appurtenances, and dredging in the harbor of Big Sodus, New York, at 24 cents per cubic yard of dredged material, measured in the scows. Contract expires October 31, 1868.
Emory R. Seward, with Brevet Major General John Newton, lieutenant colonel of engineers.	August 14	For delivering at the United States dikes and islands on the Hudson river, New York, 5,000 cubic yards, more or less, of slope wall stone, at \$1 90 per cubic yard. Contract expires October 15, 1867.
T. F. Eckert, for Cincinnati Wrecking Boat Co., with Colonel J. N. Macomb, corps of engineers.	August 14	For removing snags and other obstructions from the channel of the upper waters of the Missouri river, at \$275 per day, Sundays excepted. Contract expires 3 months after the time of commencement.
John Hutchinson, with Brevet Major General John Newton, lieutenant colonel of engineers.	August 14	For furnishing 3,000 pounds wrought-iron bolts for use on the improvement of the Hudson river, at 8 cents per pound for bolts with nuts and washers. Contract expires September 20, 1867.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
Simeon Cunliff, with Brevet Major General John Newton, lieutenant colonel of engineers.	August	14	For delivering on board United States steamboat at Albany, New York, 10,000 pounds, more or less, of wrought-iron spike, at $5\frac{1}{2}$ cents per pound, for the Hudson river improvement. Contract expires September 20, 1867.
Alexander McDonell, with Brevet Major General T. J. Cram, colonel of engineers.	August	15	For furnishing timber and piles for the rebuilding of the old west pier at Dunkirk, New York, and for extending the same to the beacon light, at \$22 per M feet, board measure, for timber, and \$4 each for straight white-oak piles. Contract expires June 10, 1868.
The same with the same.	August	15	For doing all the work of rebuilding the existing part of the old west pier, and continuing the construction to the beacon-light in Dunkirk harbor, New York, at 10 cents per running foot of piles; for framing, bolting, &c., 8 cents per running foot of timber; for furnishing all stone, and putting the same into the work, including quarry right, \$9 75 per cord. Contract expires January 1, 1869.
Charles J. De Grau, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August	15	For furnishing timber and lumber for the breakwater at Burlington, Vermont, at 14 cents per lineal foot for timber (hemlock) 12 by 12 inches square; 17 cents per lineal foot for 12 by 12 inches square pine timber; \$30 per M feet, board measure, for 3-inch pine plank; \$18 per M, board measure, for 3-inch hemlock plank; and 6 cents each for elm or oak treenails, 2 feet long. Contract expires December 31, 1868.
Thomas Parsons, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August	17	For furnishing timber and lumber for the improvement of the harbor of Charlotte, New York, at 26 cents per lineal foot for 12 by 12 inches square white-pine timber; for white-pine flatted timber, from 8 to 11 inches thick, and not less than 8 inches wide, 19 cents per lineal foot; for 3-inch white-pine plank, \$8 75 per M feet, board measure; for 3-inch elm plank, \$5 per M feet, board measure, and \$35 per M feet, board measure, for rock elm in the log. Contract expires December 31, 1868.
William J. Baker, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August	17	For furnishing dredges, scows, and all appurtenances, and dredging in the harbor and channel of Little Sodus bay, New York, at 24 cents per cubic yard of dredged material, measured in the scows. Contract expires when notified by the engineer in charge to discontinue dredging.
J. D. Dolan, with Brevet Colonel J. B. Wheeler, major of engineers.	August	19	For furnishing stone and slabs or brush for use in improvement of the harbor of Michigan City, Michigan, at \$2 62½ per cubic yard for stone, and 75 cents per cubic yard for brush or slabs. Contract expires when the engineer in charge fixes on the time for the completion of the delivery.
J. A. Davis, with Brevet Lieutenant Colonel W. P. Craighill, major of engineers.	August	20	For the construction of three cribs of timber and piling near Havre de Grace, Maryland, for \$885 21. Contract expires October 15, 1867.
J. A. Davis, with Brevet Lieutenant Colonel W. P. Craighill, major of engineers.	August	20	For furnishing timber and piles for cribs near Havre de Grace, Maryland at 22 cents per lineal foot for yellow-pine piles 16 inches by 50 feet long, 20 cents per lineal foot for yellow-pine piles 16 inches by 30 feet long, and \$32 per M, board measure, for timber of all dimensions. Contract expires September 15, 1867.

List of contracts, &c.—Continued.

Contractors.	Date.	Objects and terms of contracts.
Crane & Keaveny, with Lieutenant Colonel C. S. Stewart, corps of engineers.	August 20	For furnishing labor on construction of piers at Marcus Hook, Pennsylvania, at \$3 per cubic yard of stone laid, \$2 50 per cubic yard of paving stone laid, and \$2 per 25 cubic feet of backing rubble stone put in place. Contract expires September 1, 1868.
Jennings & Hart, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August 21	For reconstructing the east pier in the harbor of Charlotte, New York, at \$7 70 per lineal foot of pier constructed and completed. Contract expires December 31, 1868.
John Brown, with Brevet Major General T. J. Cram, colonel of engineers.	August 23	For furnishing timber for the St. Clair flats ship canal, Michigan, at six cents per running foot for round straight timber 6 inches by 10 inches by 20 feet, \$2 80 per pile for rock elm or white oak piles 12 inches by 28 feet, \$17 70 per M, board measure, for sawed or hewn timber and sawed lumber. Contract expires June 30, 1869.
T. S. Van Hoevenbergh, with Brevet Major General John Newton, lieutenant colonel of engineers.	August 24	For dredging in the Hudson river, New York, between New Baltimore and Troy, at 21 cents per cubic yard. Contract expires December 1, 1867.
Carkin & Kimball, with Brevet Major General T. J. Cram, colonel of engineers.	August 24	For furnishing timber, piles, lumber, and iron for improvement of the harbor of Au Sable, Michigan, at \$2 90 per pile for white oak piles 12 inches by 30 feet; \$15 90 per M feet, board measure, for timber and lumber; and for drift bolts five and nine-tenths cents per pound; spikes, eight cents, and nails, seven cents. Contract expires May 30, 1868.
Carkin & Kimball, with Brevet Major General T. J. Cram, colonel of engineers.	September 22	For doing the work of constructing piers and dredging at the mouth of Au Sable river, Michigan, at 44 cents per cubic yard for dredging; for framing, fastening, &c., 15 cents per running foot, including piles; for bolting and fastening all the timber in the superstructure, 14 cents per running foot; furnishing rubble stone and delivering it in the work, \$17 90 per cord; brush, in bound bundles, \$4 40 per cord; slabs, \$1 40 per cord; fitting and fastening boards and scantling, \$12 50 per M feet, board measure; galling in and spiking joists and covering plank, \$12 per M, board measure. Contract expires August 31, 1869.
C. M. Cole, with W. Milnor Roberts, superintendent of Ohio river improvement.	August 25	For furnishing stone for riprap dams on the Ohio river, at Blennerhassett's island, at \$1 10 per cubic yard. Contract expires December 1, 1867.
C. M. Cole, with W. Milnor Roberts, superintendent of Ohio river improvement.	August 25	For furnishing stone for riprap dams at Muskingum island, Ohio river, at \$1 10 per cubic yard. Contract expires December 1, 1867.
Swan & Fenlon, with W. Milnor Roberts, superintendent of Ohio river improvement.	August 25	For furnishing stone for riprap dams at White's Ripple, Ohio river, at \$1 75 per cubic yard. Contract expires December 1, 1867.
Routh & Lane, with W. Milnor Roberts, superintendent of Ohio river improvement.	August 25	For furnishing stone for riprap dams at Logtown bar, Ohio river, at \$1 25 per cubic yard; for loading on boats, transporting, and placing in dam, \$1 per cubic yard; and for removing and loading stone from old dam and placing in new dam, \$2 25 per cubic yard. Contract expires December 1, 1867.

List of contracts, &c.—Continued.

Contractors.	Date.		Objects and terms of contracts.
James Kerr, with W. Milnor Roberts, superintendent of Ohio river improvement.	August	25	For furnishing stone for riprap dams at Twin island, Ohio river, at \$1 13 per cubic yard; for loading in boats, transporting, and placing in dams, \$1 37 per cubic yard. Contract expires December 1, 1867.
Routh & Lane, with W. Milnor Roberts, superintendent of Ohio river improvement.	August	25	For furnishing stone for riprap dams at Captina island, Ohio river, at \$1 25 per cubic yard, and for loading in boats, transporting, and placing in dams, \$1 per cubic yard. Contract expires December 1, 1867.
King, Reinhart & Tripp, with W. Milnor Roberts, superintendent of Ohio river improvement.	August	25	For furnishing stone for riprap dams at Petticoat bar, Ohio river, at \$1 75 per cubic yard, and for loading in boats, transporting, and placing in dam, 85 cents per cubic yard. Contract expires November 1, 1867.
Charles Cable, with W. Milnor Roberts, superintendent of Ohio river improvement.	August	25	For furnishing stone for riprap dams at Buffington island, Ohio river, at \$1 25 per cubic yard, and for loading in boats, transporting, and placing in dams, 75 cents per cubic yard. Contract expires December 1, 1867.
Edwin Allen, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August	26	For furnishing dredges, scows, and all necessary machinery, and dredging in the harbor of Oak Orchard, New York, at 29 cents per cubic yard for all material dredged, measured in the scows. Contract expires December 31, 1868.
Chapin & Wells, with Brevet Colonel J. B. Wheeler, major of engineers.	August	26	For furnishing wrought-iron bolts and spikes for improvement of the harbor of Michigan City, Michigan, at four and seven-eighths cents per pound for bolts, and six and one-half cents per pound for spikes. Contract expires August 15, 1868.
Albert A. Dodge, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August	27	For dredging in the harbor of Olcott, (Eighteen Mile creek,) New York, at 34 cents per cubic yard of material dredged, measured in the scows. Contract expires December 31, 1868.
Thomas Parsons, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August	27	For furnishing timber and lumber for improvement of the harbor of Olcott, (Eighteen Mile creek,) New York, at 17 cents per lineal foot for white-pine flattened timber; 17 cents per lineal foot for cross ties, 20 feet long; 23 cents per lineal foot for white-pine stringers, 30 feet by 12 inches; 23 cents per lineal foot for white-pine cross ties, 20 feet by 12 inches; \$22 per M, board measure, for 3-inch pine plank; \$22 per M, board measure, for 3-inch elm plank; \$6 25 each for white-oak snubbing posts, 18 feet by 12 inches; seven cents each for rock elm treenails, two inches long, two inches diameter. Contract expires June 15, 1868.
Thomas Parsons, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August	27	For furnishing 2,000 cords of stone for filling cribs at Charlotte, mouth of Genesee river, New York, at \$5 per cord. Contract expires December 31, 1868.
Moses Hill, with Brevet Major General T. J. Cram, colonel of engineers.	August	28	For furnishing nut, screw, and washer bolts for the St Clair Flats ship canal, at six and one-half cents per pound for iron therein contained; iron bars for drift bolts at four and six-tenths cents, and spikes for six and nine-tenths cents per pound. Contract expires November 30, 1868.

List of contracts, &c.—Continued.

Contractors.	Date.	Objects and terms of contracts.
F. A. Slater, with Brevet Colonel J. B. Wheeler, major of Engineers.	August 30	For furnishing timber, labor, machinery, &c., and constructing and putting in place at the harbor of Michigan City, Michigan, two piers, extending into the lake from the extremities of the present piers, 288 feet and 320 feet, respectively, at 14 cents per lineal foot for 12-inch square timber; framing the cribs, placing, sinking, and filling, 13 cents per lineal foot of timber used. Contract expires October 31, 1868.
Marshall O. Caldwell, with Brevet Major General John Newton, lieutenant colonel of engineers.	August 30	For furnishing slope wall stone for United States dikes on the Hudson river, New York, between Albany and Van Wie's Point, at \$1 79 per cubic yard, delivered. Contract expires October 10, 1867.
Luther Whitney, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	August 31	For furnishing stone and delivering the same in the cribs of the breakwater at Burlington, Vermont, at \$1 per cubic yard, measured in the cribs. Contract expires December 31, 1868.
John Rodgers, with W. Milnor Roberts, superintendent of Ohio river improvement.	September 1	For furnishing boats and fixtures and removing obstructions from the left hand channel of Brunot's island, in the Ohio river, at \$50 per day. Contract expires October 12, 1867.
Hedrick & Laidley, with Colonel J. N. Macomb, corps of engineers.	September 2	For furnishing 300 barrels Kanawha salt for salting hulls of snag-boats building for the improvement of the western rivers, at 50 cents per bushel. Contract expires October, 1867.
William Fuller, with Brevet Major General John Newton, lieutenant colonel of engineers.	September 3	For furnishing at the United States dikes on the Hudson river, between Albany and Van Wie's Point, 6,000 cubic yards of rubble stone, delivered in the dikes at \$1 34 per cubic yard. Contract expires October 10, 1867.
Thomas Parsons, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	September 4	For furnishing timber and lumber for the improvement of the harbor of Oak Orchard, New York, at 17 cents per lineal foot for white pine stringers, 12 inches by 30 feet; 17 cents per lineal foot for white pine cross ties, 20 feet long; 26 cents per lineal foot for white pine stringers, 12 inches by 30 feet; 26 cents per lineal foot for white pine cross ties, 12 inches by 20 feet; \$23 per M feet, board measure, for 3-inch pine plank; \$22 50 per M feet, board measure, for 3-inch elm plank; \$6 each for white oak snubbing posts, 12 inches by 18 feet; \$6 25 per pile for piles 8 inches by 25 feet; seven cents each for rock elm treenails, two inches long, two inches diameter. Contract expires June 15, 1868.
L. B. Coates, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	September 5	For furnishing stone in the cribs of the pier at Olcott harbor, (Eighteen Mile creek,) New York, at \$7 50 per cord. Contract expires December 31, 1868.
William W. Wright, with Brevet Major General J. G. Foster, lieutenant colonel of engineers.	September 28	For dredging in Boston harbor, in the channel, at the place commonly known as the Upper Middle Bar, and removing about 40,000 cubic yards of material, at 75 cents per cubic yard. Contract expires November 1, 1868.
Sykes, Kelly & Co., with Brevet Major General J. G. Parke, major of engineers.	October 5	For furnishing links and spikes for use in the deflector on the Susquehanna river, near Havre de Grace, at 10 cents per pound for 1½-inch round iron links; 10 cents per pound for ¾-inch square iron spikes. Contract expires October 31, 1867.

List of contracts, &c.—Continued.

Contractors.	Date.	Objects and terms of contracts.
J. A. Davis, with Brevet Major General J. G. Parke, major of engineers.	October 5	For furnishing timber, plank, and treenails for deflector on the Susquehanna river, near Havre de Grace, at 25 cents per cubic foot for white-pine timber; \$30 per M feet, board measure, for white-pine plank; \$40 per M for locust treenails; \$25 per M for oak treenails. Contract expires October 31, 1867.
J. A. Davis, with Brevet Major General J. G. Parke, major of engineers.	October 5	For constructing a deflector in the Susquehanna river, near Havre de Grace, furnishing all labor and workmanship required at \$10 per M feet, board measure. Contract expires November 30, 1867.
John Rodgers, with W. Milnor Roberts, superintendent of Ohio river improvement.	October 10	For furnishing boats, material, &c., and removing snags, trees, sunken logs, boats, barges, wrecks, &c., from the Ohio river, at \$65 per day. Contract expires December 31, 1867.
Atlantic Works, Boston. Oliver Edwards, president, with Brevet Brigadier General M. D. McAlester, major of engineers.	October 15	For the construction and equipment ready for service of a dredge boat for use in dredging and improving the mouth of the Mississippi river below New Orleans, and to be delivered at such point in the Mississippi river as the engineer in charge directs, for \$223,000. Contract expires April 10, 1868.
Samuel Cummings & Son, with Colonel J. N. Maccomb, corps of engineers.	October 19	For furnishing the outfit for three double-hulled snag-boats, for service on the western rivers, as per schedule, for \$6,651 75. Contract expires in thirty days after notice that the boats are ready to receive their outfit.
Geo. W. Townsend, with Brevet Major General J. G. Foster, lieutenant colonel of engineers.	October 22	For removing, by blasting, Corwin Rock, in the harbor of Boston, furnishing the labor and all appliances necessary to accomplish the work, at \$100 per day. Contract expires April 1, 1868.
William Fuller, with Brevet Major General John Newton, lieutenant colonel of engineers.	October 22	For furnishing slope-wall stone, to be delivered on the crown of the arch of the old United States dikes near Van Wie's Point, N. Y., at \$1 75 per cubic yard. Contract expires November 15, 1867.
Hiram Bitting, with Lieutenant Col. C. S. Stewart, corps of engineers.	October 25	For furnishing all the labor and appliances for repairing and building the walls of the United States pier at Chester, on the Delaware river, at \$1 75 for every 25 cubic feet measured in the wall, of dry stone masonry. Contract expires December 31, 1867.
James E. Neall, with Lieutenant Colonel C. S. Stewart, corps of engineers.	October 25	For furnishing stone necessary for the repair and completion of the United States piers at Chester, on the Delaware river, at \$2 49 per perch, and 49 cents per cubic foot for coping stone. Contract expires December 31, 1867.
Patrick McAdams, with Lieutenant Colonel C. S. Stewart, corps of engineers.	October 28	For furnishing the filling of earth, mud, and gravel for causeways and piers at Chester, on the Delaware river, and putting the same into position, at 50 cents for each cubic yard of earth or mud, and 75 cents per cubic yard for gravel. Contract expires December 31, 1867.
J. J. Heckert, with Brevet Major General J. G. Parke, major of engineers.	November 6	For delivering inside the cribs near Havre de Grace, on the Susquehanna river, all the rubble stone required to fill them to the level of mean low water, at \$1 88 per cubic yard. Contract expires November 15, 1867.

List of contracts, &c.—Continued.

Contractors.	Date.	Objects and terms of contracts.
Caldwell & French, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	November 6	For furnishing the labor required in rebuilding the piers at the entrance of Big Sodus harbor, N. Y., at \$6 per thousand feet, board measure, for all timber and plank used, 2 cents per pound for all iron and spike used, and \$1 per lineal foot of old pier. Contract expires October 31, 1868.
R. N. Gere, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	November 7	For furnishing 1½ inch round iron screw bolts, with head and nut, for improvement of Little Sodus harbor, N. Y., at 6½ cents per pound, drift bolts, at 5½ cents per pound, and spike, at 6½ cents per pound. Contract expires July 1, 1868.
William Burke, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	November 8	For furnishing iron bolts and spikes for improvement of harbor of Big Sodus, N. Y., at 6 2-10 cents per pound, for 1½ inch round iron screw bolts, with head; 5 4-10 cents per pound for 1½ inch drift blocks; and 6¾ cents per pound for spikes. Contract expires June 1, 1868.
Zebulon Moore, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	November 9	For removing the wreck of a vessel now lying in the harbor of Big Sodus, N. Y., at \$1,400. Contract expires April 1, 1868.
Ranseler R. Dodge, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	November 21	For furnishing stone, delivered in the cribs, in the harbor of Big Sodus, N. Y., at \$1 55 per cubic yard. Contract expires October 31, 1868.
S. B. Robinson, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	November 21	For furnishing the labor required for the extension of the west pier of the harbor of Little Sodus, N. Y., at \$5 90 per thousand feet, board measure, for all timber and lumber used. Contract expires November 1, 1868.
Ranseler R. Dodge, with Brevet Colonel C. E. Blunt, lieutenant colonel of engineers.	November 21	For furnishing stone for the improvement of the harbor of Little Sodus, N. Y., at \$1 per cubic yard. Contract expires October 31, 1868.
Thomas Parsons, with Brevet colonel C. E. Blunt, lieutenant colonel of engineers.	November 27	For furnishing timber and lumber for the improvement of the harbor of Big Sodus, N. Y., at \$18 per thousand feet, board measure, for pine timber and plank; \$15 per thousand feet, board measure, for hemlock timber and plank; and \$6 each for oak snubbing posts. Contract expires May 15, 1868.

RAILROAD LAND GRANTS IN THE REBEL STATES.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

Report relative to lands granted by Congress to southern States for railroad purposes.

JANUARY 30, 1868.—Referred to the Committee on Public Lands and ordered to be printed.

WAR DEPARTMENT,

Washington City, January 29, 1868.

SIR: I have the honor to send herewith a report by the Quartermaster General of January 28, 1868, respecting lands granted by Congress in aid of railroads in Mississippi, Alabama, Louisiana, and Arkansas, being supplementary to the report by the Quartermaster General of January 13, made to the House of Representatives in compliance with a request of October 16, 1867, from the Hon. J. W. McClurg, chairman of the Select Committee on Southern Railroads, acting under House resolution of July 12, 1867.

Your obedient servant,

EDWIN M. STANTON,

Secretary of War.

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

QUARTERMASTER GENERAL'S OFFICE,

Washington, January 28, 1868.

SIR: In connection with the report of the Acting Quartermaster General, dated January 13, 1868, made to the Secretary of War, in response to a letter of the Hon. J. W. McClurg, chairman Select Committee on Southern Railroads, House of Representatives, relative to certain lands donated by the government to southern States for railroad purposes, I have the honor to forward herewith a supplemental report of Brevet Brigadier R. Saxton, chief quartermaster third military district, Atlanta, Georgia, dated January 15, 1868, as to the lands granted to Alabama and Florida in 1856.

A circular letter was addressed by General Saxton to each of the railroad companies in the above named States, calling for the information requested by the committee.

This report is composed of the letters which thus far have been received in reply to that circular.

An abstract of these letters is appended.

ALABAMA AND FLORIDA RAILROAD COMPANY.

Mr. Charles P. Ball, assistant superintendent, Montgomery, Alabama, December 20, 1867, states that the president of this company left for New York some days since, and that the requisite information will be compiled and forwarded as soon as he returns.

SELMA AND MERIDIAN RAILROAD COMPANY.

Mr. W. J. Hardee, president, Selma, Alabama, December 23, 1867, states that no lands were granted to this road in 1856, or any other line.

MEMPHIS AND CHARLESTON RAILROAD COMPANY.

Mr. Samuel Tate, president, Memphis, Tennessee, December 16, 1867, states that the land grant by the Congress of the United States to the Memphis and Charleston railroad was rejected by the company.

ATLANTIC AND GULF RAILROAD COMPANY.

Mr. D. MacDonald, secretary, Savannah, Georgia, December 16, 1867, states that the lands in the State of Alabama granted by Congress to this company were located as early as practicable, since which time no disposition has been made of them.

PENSACOLA AND GEORGIA RAILROAD COMPANY.

Mr. E. Houstoun, president, Tallahassee, Florida, December 23, 1867, states that the State of Florida granted to the Pensacola and Georgia Railroad Company all the lands lying on the line of road that the general government granted to her. Said lands were transferred to the Florida Central, Atlantic and Gulf, and Pensacola and Georgia railroads by the internal improvement act of the State, approved January, 1855, consisting of alternate sections for six miles on either side of the road.

This company has sold and transferred to William Bailey, of Leon county, Florida, and John C. McGehee, of Madison county, Florida, as trustees, three hundred and eighty thousand acres; and to Cutts and Gilmer, contractors, one hundred and ten thousand acres; and to various other parties smaller lots.

The United States government used a part of the Florida, Atlantic and Gulf Central railroad during the war. There were no troops of the government of the United States in that part of the country through which the line of the Pensacola and Georgia railroad ran, and the road was used by the confederate government during the war, greatly to the loss and detriment of the company.

FLORIDA RAILROAD COMPANY.

Mr. E. N. Dickerson, president, No. 174 Chambers street, New York, December 30, 1867, states that he purchased this road at auction, and can give no information, except his general knowledge, that the road was completed before the war, and all the lands sold.

MOBILE AND GIRARD RAILROAD COMPANY.

Mr. W. H. Mitchell, president, Columbus, Georgia, December 28, 1867, states that the lands granted by Congress to this road in 1856 were not disturbed by any action of the State of Alabama.

The terms stipulated by Congress at the time of granting the lands to the State of Alabama have been complied with so far as this company is concerned. It has no claim to land in the State of Florida.

The amount originally on the list made in Washington city was a fraction over 500,000 acres of land, to which this company was entitled. An examination of the books in the land office at Montgomery, Alabama, showed omissions in this list by which this road was short of what Congress intended to give it. This error was corrected, and the addition to the list was tacitly acknowledged just; but I do not remember that a regular transfer of this last was made to the company. I suppose it was not thought necessary.

The following is a statement from the books of the company of all the lands disposed of in any way, to whom and when sold, with places of residence, and quantity to each individual. None have been sold or conveyed to any company or corporation, nor has any disposition been made of any of them, otherwise than by bona fide sale :

List of land sales.

1862.—March 8...	360 acres sold to E. S. Ott; \$1,000 paid May 1, 1862, and 3 notes, \$1,000 each, due October 1, 1862, '63, '64.....	\$4,000 00
1863.—March 3...	—acres sold to A. B. Thomas; \$500 cash, \$500 note, due December 25, 1863.....	1,000 00
	—acres sold W. W. Pitts; \$50 cash, \$50 due December 25, 1863.....	100 00
March 5...	2 $\frac{1}{10}$ acres sold Howell Peebles, cash.....	24 00
	3 $\frac{82}{100}$ acres sold N. G. Owens, cash.....	45 75
March 17...	80 acres sold S. I. Foster, cash.....	1,000 00
	40 acres sold J. W. Powell; \$200 cash, \$200 due January 1, 1864.....	400 00
1864.—March 24...	—acres sold to John D. Green.....	200 00
		6,769 75

Total amount public land sales, as per account, six thousand seven hundred and sixty-nine dollars and seventy-five cents.

J. M. FRAZER,
Treasurer M. & G. Railroad.

From the locality of this road it was impossible for it to have been used by the United States government during the war.

This being only a short line, unconnected with any of the great leading roads in the southern States, it was considered of no importance as a road for transporting troops or munitions of war, one of its termini being on the west bank of the Chattahoochie, the other midway (in the woods) between the Alabama and Chattahoochie rivers. Disconnected from all other lines of road, no trains or rolling stock of any other road ever was on it, nor was any of its rolling stock upon any other road. During the war it served as an avenue through which the citizens of Columbus obtained the necessaries of life, and not as a military road; and the destruction of the shops and depot buildings, together with the machinery, by the troops under General Wilson, was felt at the time as an act uncalled for by the rules of war; for, while he inflicted a heavy pecuniary loss on this company, he did not by this act cripple in the least the means of transportation by the enemy.

This company carried the mail regularly during the war, and brought over their road whatever of quartermasters' stores were collected in military store-houses along the line, for which they received regular freight rates, as from any other customer.

MOBILE AND OHIO RAILROAD COMPANY.

Mr. Abraham Murdock, president, Mobile, Alabama, December 18, 1867, states that this company did not derive title to any lands from government under the act of Congress of 1856. The lands owned by this company were derived from act of September 20, 1850.

No replies have been received from the following-named railroad companies, to which the same circular letter was also addressed:

Montgomery and West Point railroad, Nashville and Chattanooga railroad, Nashville and Decatur railroad, Florida Central railroad, Tallahassee railroad, Cahawba and Marion railroad.

General Saxton states that as soon as replies are received from the above-named companies they will be forwarded; also any further information which may be received relating to the lands granted by Congress to southern States for railroads.

Respectfully, your obedient servant,

D. H. RUCKER,

Brevet Brig. Gen. U. S. A., Acting Quartermaster General.

Hon. EDWIN M. STANTON,

Secretary of War, Washington, D. C.

HEADQUARTERS THIRD MILITARY DISTRICT,

Chief Quartermaster's Office, Atlanta, Ga., January 15, 1868.

GENERAL: I have the honor to transmit herewith replies received from the following-named railroad companies in answer to the enclosed copy of letter sent to them:

Alabama and Florida railroad, Selma and Meridian railroad, Memphis and Charleston railroad, Atlantic and Gulf railroad, Pensacola and Georgia railroad, Florida railroad, Mobile and Ohio railroad, Mobile and Girard railroad.

No replies have been received from the following-named railroad companies, to whom the same letter was also addressed:

Montgomery and West Point railroad, Nashville and Chattanooga railroad, Nashville and Decatur railroad, Florida Central railroad, Tallahassee railroad, Catawba and Marion railroad.

As soon as replies are received from the above-named companies they will be forwarded; also any further information which may be received relating to the lands granted by Congress to southern States for railroads.

I am, general, very respectfully, your obedient servant,

R. SAXTON,

Brevet Brig. Gen. and Quartermaster U. S. A.,

Chief Quartermaster Third Military District.

Brevet Maj. Gen. D. H. RUCKER,

Acting Quartermaster General U. S. A., Washington, D. C.

OFFICE PENSACOLA AND GEORGIA RAILROAD COMPANY,

Tallahassee, December 23, 1867.

SIR: In reply to your communication of the 13th instant, requesting answer to the following interrogatories respecting lands granted by Congress in 1856 to Alabama and Florida in aid of the construction of railroads, I respectfully answer:

1st. The State of Florida granted to the Pensacola and Georgia Railroad

Company all the lands lying on the line of road that the general government granted to her.

2d. Said lands were transferred to Florida Central and Atlantic and Gulf railroads, and to Pensacola and Georgia railroad, by the internal improvement act of the State, approved January, 1855, consisting of alternate sections for six miles on either side of the road.

3d. This company has sold and transferred to William Bailey, of Leon county, Florida, and John C. McGehee, of Madison county, Florida, as trustees, 380,000 acres, and to Cutts and Gilmer, contractors, 110,000 acres, and to various other parties smaller lots.

4th and 5th. The United States government used a part of the Florida and Atlantic and Gulf Central railroad during the war. There were no troops of the government of the United States in that part of the country through which the line of the Pensacola and Georgia railroad ran, and the road was used by the confederate government during the war, greatly to the loss and detriment of the company.

Respectfully,

E. HOUSTON, *President.*

Brevet Brig. Gen. R. SAXTON, *Atlanta, Georgia.*

[Copy of letter sent to railroad companies.]

HEADQUARTERS THIRD MILITARY DISTRICT,
CHIEF QUARTERMASTER'S OFFICE,
Atlanta, Ga., December 13, 1867.

SIR: I have been directed by the Quartermaster General United States army to obtain for the information of the Hon. J. W. McClurg, chairman of the Select Committee on Southern Railroads, answers to the following interrogatories respecting lands granted by Congress in the year 1856 to Alabama and Florida, to aid in the construction of railroads:

"What disposition, if any, has been made by Alabama and Florida of such lands granted in 1856?

"If such lands have been transferred to railroads, to what roads, and what quantity to each road, and what the dates of transfer?

"What quantity of such land, if any, has been sold or otherwise disposed of by said roads, what the nature of such dispositions, the date, to whom, with places of residence, and quantity to each individual, company, or corporation?

"Was any road to which such lands have been transferred used in aid of the United States government during the late rebellion, and, if so, what road?

"Was any road to which such lands have been transferred not used in aid of the rebellion, and, if so, what road?"

As this information is needed immediately, I would respectfully request an early reply.

I am, sir, very respectfully, your obedient servant,

*Brevet Brig. Gen. and Quartermaster U. S. A.,
Chief Quartermaster Third Military District.*

To the PRESIDENT of the ———.

OFFICE OF THE MOBILE AND OHIO RAILROAD COMPANY,
Mobile, Ala., December 18, 1867.

GENERAL: Yours of 13th received. This company did not derive title to any lands from government under the act of Congress of 1856. The lands owned

by this company were derived from act of September 20, 1850. Presuming that this answers all you desired,

I am yours, very respectfully,

ABM. MURDOCK, *President.*

Brevet Brig. Gen. R. SAXTON, *Atlanta, Georgia.*

AGENCY FLORIDA RAILROAD COMPANY,
174 Chambers Street, New York, December 30, 1867.

SIR: I am in receipt of your printed letter, dated December 13, "asking information respecting lands granted by Congress in the year 1856 to Alabama and Florida to aid in the construction of railroads," and can only state in reply that I purchased this road at auction, and can give no information except my general knowledge that the road was completed before the war and all the lands sold.

I am, sir, yours, very respectfully,

E. N. DICKERSON, *President.*

Per J. K. ROBERTS.

General R. SAXTON,

Brevet Brig. Gen. and Q. M. U. S. A.,

Chief Q. M. Third Mil. Dist., Atlanta, Ga.

ATLANTIC AND GULF RAILROAD COMPANY,
Savannah, December 16, 1867.

SIR: In reply to your communication of the 13th instant, I am directed to say that the lands in the State of Alabama granted by Congress to this company were located as early as practicable, since which time no disposition has been made of them.

I am, sir, very respectfully, your obedient servant,

D. MACDONALD, *Secretary.*

Brevet Brig. Gen. R. SAXTON,

Chief Quartermaster Third Mil. Dist., Atlanta, Ga.

OFFICE SELMA AND MERIDIAN RAILROAD,
Selma, Alabama, December 23, 1867.

SIR: I am in receipt of your circular of the 13th instant, in answer to which I beg leave to state that no lands were granted by Congress to this road in 1856 or any other time. The roads to which grants were made can properly answer your other interrogatories, and to them I suppose they were addressed.

Very respectfully, your obedient servant,

W. J. HARDEE, *President.*

Brig. Gen. R. SAXTON,

Chief Quartermaster, &c., Atlanta, Ga.

HEADQUARTERS THIRD MILITARY DISTRICT,
CHIEF QUARTERMASTER'S OFFICE,
Atlanta, Georgia, December 13, 1867.

SIR: I have been directed by the Quartermaster General United States army to obtain for the information of the honorable J. W. McClurg, chairman of the Select Committee on Southern Railroads, answers to the following inter-

rogatories respecting lands granted by Congress in the year 1856 to Alabama and Florida, to aid in the construction of railroads :

“What disposition, if any, has been made by Alabama and Florida of such lands granted in 1856?

“If such lands have been transferred to railroads, to what roads, and what quantity to each road, and what the dates of transfer?

“What quantity of such lands, if any, has been sold or otherwise disposed of by said roads, what the nature of such dispositions, the date, to whom, (with places of residence,) and quantity to each individual, company, or corporation?

“Was any road to which such lands have been transferred used in aid of the United States government during the late rebellion ; and if so, what road?

“Was any road to which such lands have been transferred not used in aid of the rebellion ; and if so, what road?”

As this information is needed immediately, I would respectfully request an early reply.

I am, sir, very respectfully, your obedient servant,

R. SAXTON,

Bvt. Brig. Gen. and Q. M. U. S. A., Chief Q. M. Third Mil. Dist.

The PRESIDENT

of the Memphis and Charleston Railroad, Memphis, Tenn.

SUPERINTENDENT'S OFFICE ALABAMA AND FLORIDA

RAILROAD COMPANY, OF ALABAMA,

Montgomery, Ala., December 20, 1867.

SIR: Your circular letter, bearing date December 13, 1867, asking information as regards the disposition made of lands donated this company, to hand, and, in reply, beg to say that the president of the company left for New York some days since. The requisite information will be compiled and forwarded as soon as he returns.

Respectfully,

CHAS. P. BALL, *Asst. Supt.*

Brevet Brig. Gen. R. SAXTON,

Q. M. U. S. A., Chief Quartermaster Third Mil. Dist.

OFFICE MOBILE AND GIRARD RAILROAD,

Columbus, Georgia, December 28, 1867.

LIST OF LAND SALES.

March 8, 1862 ...	360 acres sold to E. S. Ott; \$1,000 paid May 1, 1862, and three notes, \$1,000 each, due October 1, 1862, 1863, 1864...	\$4,000 00
March 3, 1863 ..	— acres sold to A. B. Thomas; \$500 cash, \$500 note, due December 25, 1863.....	1,000 00
	— acres sold to W. W. Pitts; \$50 cash, \$50 due December 25, 1863.....	100 00
March 5, 1863 ...	2.10 acres sold to Howell Peebles, cash.....	24 00
	3.82 acres sold to N. G. Owens, cash.....	45 75
March 17, 1863 ..	80 acres sold to S. I. Foster, cash.....	1,000 00
	40 acres sold to I. W. Powell; \$200 cash, \$200 due January 1, 1864.....	400 00
March 24, 1864 ..	— acres sold to Jno. D. Green, cash.....	200 00
		<hr/> 6,769 75

Total amount public land sales, as per account, \$6,769 75.

J. M. FRAZER,

Treasurer Mobile and Girard Railroad.

OFFICE MOBILE AND GIRARD RAILROAD,
Columbus, Ga., December 28, 1867.

SIR: In answer to your circular of 13th instant, I answer:

1. The lands granted by Congress to this road in 1856 were not disturbed by any action of the State of Alabama. The terms stipulated by Congress at the time of granting the lands to the State of Alabama have been complied with, so far as this company is concerned. It has no claim to land in the State of Florida.

2. The amount originally on the list made in Washington city was a fraction over 500,000 acres of land to which this company was entitled. An examination of the books in the land office at Montgomery, Alabama, showed omissions in this list by which this road was short of what Congress intended to give it. This error was corrected, and the addition to the list was tacitly acknowledged just, but I do not remember that a regular transfer of this last was made to the company. I suppose it was not thought necessary.

3. Enclosed you will find a statement from the books of the company of all the lands disposed of in any way, to whom and when sold, with places of residence and quantity to each individual. None have been sold or conveyed to any company or corporation; nor has any disposition been made of any of them otherwise than by bona fide sale.

4. From the locality of this road, it was impossible for it to have been used by the United States government during the war.

5. This being only a short line, unconnected with any of the great leading roads in the southern States, it was considered of no importance as a road for transporting troops or munitions of war, one of its termini being on the west bank of the Chattahoochee, the other midway (in the woods) between the Alabama and Chattahoochee rivers. Disconnected from all other lines of road, no trains or rolling stock of any other road ever was on it, nor was any of its rolling stock upon any other road. During the war it served as an avenue through which the citizens of Columbus obtained the necessities of life, and not as a military road; and the destruction of the shops and depot buildings, together with the machinery, by the troops under General Wilson, was felt, at the time, as an act uncalled for by the rules of war; for, while he inflicted a heavy pecuniary loss on this company, he did not, *by this act*, cripple, in the least, the means of transportation of the enemy. This company carried the mail regularly during the war, and brought over their road whatever of quartermasters' stores were collected in military storehouses along the line, for which they received regular freight rates, as from any other customer.

Knowing nothing of other roads, I have answered only for the Mobile and Girard Railroad Company.

I am, sir, very respectfully, your obedient servant,

W. H. MITCHELL,
President.

R. SAXTON,

*Brevet Brig. Gen. and Q. M. U. S. A.,
Chief Quartermaster Third Mil. Dist., Atlanta, Ga.*

CHEROKEE NEUTRAL LANDS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

IN ANSWER TO

A resolution of the House of the 28th instant, relative to the Cherokee neutral lands in Kansas.

JANUARY 30, 1868.—Referred to the Committee on Public Lands and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, January 29, 1868.

SIR : In reply to the House resolution of the 28th instant, I have the honor to transmit herewith a copy of a communication addressed by the department on the 7th instant to the House of Representatives, giving the required information in regard to the sale of the Cherokee neutral lands in Kansas.

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,

Washington, January 7, 1868.

SIR : On the 12th ultimo this department received, and referred to the Commissioner of Indian Affairs, for immediate report, a resolution of the House of Representatives of the 11th December, 1867, in the following words, viz :

Resolved, That the Secretary of the Interior be directed to inform this House whether the title to all Indian lands in the State of Kansas has been extinguished, or what part thereof; when the same was so extinguished; who purchased said lands; at what price; whether the sale thereof was publicly advertised, or in what manner were they disposed of; also, if any were sold by contract, to furnish copies of the same.

I now transmit herewith a copy of the report of the Acting Commissioner of Indian Affairs on the subject, dated the 4th instant, and the papers therein referred to.

In respect to the sale of the Cherokee neutral lands, I deem it proper to remark that by the terms of the treaty it is optional with the Secretary of the Interior to sell them in separate tracts at not less than an average of \$1 25 per acre, or in a body at not less than \$1 per acre.

The provision of the treaty for the sale in separate tracts is, that after the lands shall have been surveyed they shall be appraised at an average of not less than \$1 25 per acre, exclusive of improvements, and after advertising for sealed bids shall be sold to the highest bidder for cash, in parcels not exceeding one hundred and sixty acres, and not less than the appraised value.

Another provision of the treaty authorizes the Secretary of the Interior to sell the whole of said lands, not occupied by actual settlers, in a body to any responsible party for cash, for a sum not less than \$1 per acre.

The sale in separate parcels on sealed bids is subject to the disadvantages of requiring years of time, and of leaving all the refuse lands in the hands of the Indians unsold. I did not doubt that an immediate sale, in a body, at \$1 per acre would be greatly more to the interest of the Indians than a tardy sale of the choice lands in separate tracts at the appraised value, with the inferior lands left undisposed of for years, and have consequently been desirous to find a purchaser who would take them all, good and bad together, at \$1 per acre.

With this view I suggested and urged, at the last session of Congress, that the United States should become the purchaser, at \$1 per acre, and issue bonds in payment thereof. Such a proposition was, I believe, submitted to Congress, but not accepted. After the adjournment of Congress I authorized an unofficial statement to be made in newspapers that proposals for the purchase of said lands in a body would be received at the department until the 1st of October.

Early in October Mr. James F. Joy, of Detroit, Michigan, proposed to take the lands in a body at \$1 per acre, and pay the cash for them.

No other offer was made. I accepted Mr. Joy's, and concluded a contract with him, from which all lands occupied by actual settlers at the date of the ratification of the treaty were excluded.

A copy of the contract is herewith furnished.

The money would have been paid by Mr. Joy and the lands conveyed at the time of the contract had the number of acres sold been known. But as all the lands occupied by actual settlers were excluded from the sale, it was necessary to ascertain the quantity thus occupied to determine how many acres remained to be paid for by Mr. Joy. Commissioners are now engaged in estimating and appraising the improved tracts. As soon as they shall have completed their labor and reported, the contract will be consummated by accepting the purchase money, and causing the land to be patented to the purchaser.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

SURVEY OF CHOCTAW COUNTRY.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

RELATIVE TO

The survey of the eastern boundary of the Choctaw Indian country, with an estimate for the same.

JANUARY 30, 1868.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., January 29, 1868.

SIR: I have the honor to transmit herewith a copy of a letter, dated the 27th instant, from the Commissioner of Indian Affairs, relative to the survey of the eastern boundary of the Choctaw Indian country, together with an estimate of appropriation required for such survey; also a copy of a report from the Indian Bureau, dated June 29, 1867, on the same subject.

The Indians are entitled, under existing treaty stipulations, to have the eastern boundary of their country run as suggested and recommended by the Commissioner, and their exclusive right to the land up to that boundary recognized, or to be compensated for the land which they lose by being confined to the present line.

The report of the Commissioner of Indian Affairs to this department, dated June 29, 1867, gives a clear and distinct historical statement of the relations between the Indians and the government, and exhibits the present attitude of the case and the necessity of early action.

The attention of Congress is respectfully and earnestly invited to the consideration of the subject.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker House of Representatives.

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AFFAIRS,

Washington, D. C., January 27, 1868.

SIR: I have the honor to acknowledge the receipt by reference from you, on the 13th instant, of a letter addressed to you by Messrs. Hughes, Denver, and Peck, dated the 11th instant, calling your attention to the subject of the eastern boundary of the Choctaw country, and requesting you to submit the question,

with all the facts, to Congress for their consideration, and in regard to which you request an expression of my views as to what is proper to be done.

In reply, I would respectfully call your attention to a report from this office to Hon. W. T. Otto, acting Secretary of the Interior, dated the 29th of June last, in which a full history is given of the subject referred to, and in which report I had the honor to state as follows: "Good faith on the part of the United States, I think, demands that this boundary should be so established;" (*i. e.*, in accordance with the request of the Indians.) But inasmuch as there were no funds at the disposal of the office for the purpose, I recommended that Congress be requested to appropriate the necessary amount for this survey. I still adhere to the opinion then expressed, but would now respectfully suggest that, as an alternative, Congress be requested to provide for the payment to the Choctaws the appraised value of the lands they would secure by running their eastern line due south, as they request, the area being estimated at 161,280 acres, upon their relinquishing all claim to the same. This, I believe, will be satisfactory to the Indians.

I enclose herewith estimate of \$5,000 for this survey, to be transmitted to Congress, if you shall so decide.

The letter of Messrs. Hughes, Denver, and Peck is herewith returned.

Very respectfully, your obedient servant,

N. G. TAYLOR, *Commissioner.*

Hon. O. H. BROWNING,

Secretary of the Interior.

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AFFAIRS,
Washington, D. C., June 29, 1867.

SIR: My attention has been called to the enclosed communication, dated April 24, 1867, addressed to Hon. O. H. Browning, Secretary of the Interior, by P. P. Pitchlynn and Israel Folsom, delegates representing the Choctaw nation, who request that the eastern boundary of the Choctaw country may be established according to certain treaty stipulations, to which they refer.

The facts in reference to this boundary line, as appear of record, are as follows: By the second article of the treaty with the Choctaws of October 18, 1820, (Statutes at Large, volume 7, page 210,) the eastern boundary of the tract of land ceded to them on the west side of the Mississippi river was to be a line drawn from three miles below the mouth of Little river, where it empties itself into Red river, to a point "on the Arkansas river, where the lower boundary line of the Cherokees strikes the same." This line was surveyed in 1821 by Henry B. Downs, who acted under instructions from the Hon. John C. Calhoun, then Secretary of War.

By reference to American State Papers, Indian Affairs, volume 2, pages 547 to 558 inclusive, it will be seen that there was in 1824 and 1825 considerable correspondence between the Secretary of War and members of Congress and delegates in that body from the Territory of Arkansas, on the subject of this boundary line, during which time treaty negotiations were pending between the United States and the Choctaws; and on the 20th of January, 1825, a treaty was concluded, the first article of which provides that the eastern boundary of the Choctaw lands shall be defined by a line "beginning on the Arkansas, one hundred paces east of Fort Smith, and running thence due south to Red river." (Statutes at Large, volume 7, page 234.)

This boundary line was reaffirmed by the treaty of September 27, 1830, (Statutes at Large, volume 7, page 333.) Article second of this treaty, in describing the boundaries of the Choctaw country, provides that "the boundary of the same to be agreeably to the treaty made and concluded at Washington city in the year 1825."

The treaty of June 22, 1855, (Statutes, volume 11, page 611,) in the first article reiterates this boundary, viz: "Beginning at a point on the Arkansas river one hundred paces east of old Fort Smith, where the western boundary line of the State of Arkansas crosses the said river, and running thence due south to Red river." &c.

The act of Congress approved August 18, 1856, (Statutes at Large, volume 11, pages 78 and 79,) made an appropriation "for surveying and making the boundaries of the Choctaw and Chickasaw countries, in pursuance of the provisions of the nineteenth article of the treaty of June 22, 1855;" which article provides that the United States shall, as soon as practicable, cause the eastern and western boundary lines of the tract of country described in the first article of that treaty to be run and permanently marked.

Mr. A. H. Jones and H. M. C. Brown, with Daniel C. Major as astronomer, were employed by this office to survey and mark this line, under contract and instructions dated October 13, 1857. They were instructed as follows, viz: "
* * * * * after establishing the initial point, (one hundred paces east of old Fort Smith,) you will run south on a true meridian,
* * * * * until you arrive at the terminating point on Red river."

They proceeded to Fort Smith, where they were joined by commissioners representing the State of Arkansas and the Choctaw nation. The initial point was established by astronomical observations, and a line was run due south, according to the terms of the treaty of 1855, for a distance of eight miles. When they reached this point they received instructions from this office directing them to suspend operations on that line, return, and retrace the old line which was surveyed by H. W. Downs, under the sanction of the War Department, in 1824, which they proceeded to do. A copy of these instructions are herewith enclosed, from which it appears that this office, by direction of the Secretary of the Interior, (which direction must have been verbal, as it cannot be found in the files,) instructed the contractors to return and distinctly mark the line established by Downs in 1824. As appears from the letter of Messrs. Jones and Brown, dated January 21, 1858, (copy herewith enclosed,) the line established by Downs, and which was retraced as stated, diverges to the west from a due south course; the distance from where this line strikes Red river to the point where a due south line would reach it, being four miles and sixteen chains due east; the area contained between the two lines amounting to 161,280 acres, as appears from a plat enclosed in said letter.

The treaty of April 28, 1866, (Pamphlet Laws, first session thirty-ninth Congress, Treaties, page 85,) reaffirms all obligations arising out of treaty stipulations or acts of legislation entered into prior to the rebellion.

It therefore appears that the eastern boundary line of the Choctaw country has never been established according to the provisions of the treaty of 1855, which repeats the boundary provisions of the treaties of 1825 and 1830. Good faith on the part of the United States, I think, demands that this boundary should be so established; but inasmuch as the appropriation by Congress of August 18, 1856, has been exhausted, and there are no funds at the disposal of this office, applicable for the payment of the expenses of establishing this line, and as under existing laws the department is not authorized to enter into contract contemplating the expenditure of money unless an appropriation for the purpose shall have been previously made by Congress, I respectfully recommend that Congress at its next session be requested to appropriate a sum sufficient to defray the expenses of this survey.

Very respectfully, your obedient servant,

N. G. TAYLOR, *Commissioner.*

Hon. W. T. OTTO,

Acting Secretary of the Interior.

SURVEY OF CHOCTAW COUNTRY.

Estimate of appropriation required for the survey of the eastern boundary line of the Choctaw country, as provided by the nineteenth article of the treaty concluded with the Choctaws and Chickasaws, June 22, 1855, (Statutes at Large, volume 11, page 615,) or as much thereof as may be necessary for this service..... \$5, 000

Explanation of the foregoing estimate.

For surveying 120 miles, at \$15 per mile.....	\$1, 800	
For establishing 120 stone posts or monuments, with appropriate marks thereon, at \$10 each.....	1, 200	
For transportation and other necessary expenses attending this service	2, 000	
	<hr/>	5, 000
		<hr/> <hr/>

SOLDIERS AND SAILORS.

LETTER

FROM

THE SECRETARY OF THE NAVY,

IN ANSWER TO

A resolution of the House of the 28th instant, relative to an alleged abolition of discrimination in favor of soldiers and sailors by the Navy Department.

JANUARY 31, 1868.—Referred to the Committee on Naval Affairs and ordered to be printed.

NAVY DEPARTMENT,
Washington, January 30, 1868.

SIR: I have the honor to acknowledge the receipt of the following resolution adopted by the House of Representatives on the 28th instant:

“IN THE HOUSE OF REPRESENTATIVES,
“January 28, 1868.

“Mr. Shanks submitted the following, which was agreed to:

“Whereas it is reported that the Secretary of the Navy has recently issued an order abolishing all discrimination in favor of the employment of soldiers and sailors in that department: Therefore, be it—

Resolved, That the Secretary of the Navy be requested to furnish the House with copies of all orders and communications, issued by the Navy Department, in reference to the employment or discharge of soldiers and sailors at the Washington navy yard, and other places; and also all orders making discriminations for or against them.

“Attest:

“ED. McPHERSON, *Clerk.*”

Transmitted herewith are copies of the orders of this department “in reference to the employment or discharge of soldiers and sailors at the Washington navy yard and other places.” When the orders of 1865 were issued, and for some time thereafter, a very large force was employed in the yards in carrying forward to completion the work which had been already commenced, and the demand for labor, and especially for skilled mechanics, was greater than the supply. Selections of men proficient in their respective trades could not, therefore, always be made, and the service availed itself, under the circumstances, of such sailors

and soldiers as had reasonable pretensions as artisans ; but the great reduction which has since taken place in all the navy yards renders it advisable now, when selections can be made, that the most skilled mechanics and best workmen should be retained.

Very respectfully,

Hcn. SCHUYLER COLFAX,
Speaker House of Representatives.

GIDEON WELLES,
Secretary of the Navy.

[Circular.]

NAVY DEPARTMENT,
Washington, May 25, 1865.

In accordance with the annexed resolution of Congress, approved March 3, 1865, and in estimation of the valuable services rendered by those who have been fighting for the maintenance of the government, it is hereby directed that, in the employment of mechanics and others in navy yards, at naval stations or elsewhere in the service of the Navy Department, preference be given to such as have been honorably discharged from the navy and marine corps, and especially to those who have been wounded or disabled, provided they are capable of performing, satisfactorily, the duties required of them.

GIDEON WELLES,
Secretary of the Navy.

[Circular.]

NAVY DEPARTMENT,
June 22, 1865.

SIR : In the employment of workmen persons who have served in the army and navy and been honorably discharged will be preferred. Such persons as relinquished their places in the yard to enter the naval or military service during the war will be permitted, if they wish, to resume their former position.

You will have forwarded to this department, on the 1st of July, a tabular statement of the number of men employed in the different branches, designating in a separate column the number who have served in the army or navy, and a similar statement every two months thereafter, with additional columns, giving the number of men received and discharged during the two months, designating in each case the number who have been in the service of the country.

You will also have kept at the yard a register of applicants for work by persons who have been in service, with a statement of their qualifications, and when additional hands are required in any of the different branches of labor and qualified persons are not selected from the list, you will require the reasons therefor in writing from the person making the selections, and if they are not satisfactory you will refuse your approval. When persons who have been in the service are proposed for discharge, the reasons why they are preferred to others will be stated upon the recommendation.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

[Circular.]

NAVY DEPARTMENT,
January 22, 1868.

SIR : The force in the navy yards being now largely reduced, there is greater necessity, than heretofore, for employing only the most skilled workmen, and accordingly so much of previous orders as requires preference to be given to those who have served in the army and navy is rescinded. Hereafter the reports will state the number employed in each branch at the commencement of the time for which the report is made, the number discharged, the number taken on, and the number remaining upon the rolls.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

DISMAL SWAMP CANAL.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

An opinion by the Attorney General relative to a proposed sale of the stock held by the United States in the Dismal Swamp Canal.

JANUARY 31, 1868.—Referred to the Committee on Naval Affairs and ordered to be printed.

TREASURY DEPARTMENT,

January 30, 1868.

SIR: I have the honor herewith to transmit copy of the opinion of the Attorney General relative to the proposed sale on the 8th proximo, under the provisions of the joint resolution of July 25, 1866, of the stock held by the United States in the Dismal Swamp Canal Company.

I concur in the recommendation of the Attorney General that the attention of Congress should be again called to this subject, and to the difficulties that lie in the way of carrying out the resolution of July 25, 1866.

A sale of the stock in the mean time will be suspended.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

ATTORNEY GENERAL'S OFFICE,

January 25, 1868.

SIR: By a joint resolution approved July 25, 1866, to which is a preamble reciting that the United States are interested in the Dismal Swamp canal by holding 800 shares of the stock of the Dismal Swamp Canal Company, and that the canal should be kept open as a navigable highway without further outlay on the part of the United States, the Secretary of the Treasury is authorized to sell said stock at auction, or otherwise, "in such manner as will best protect the interest of the United States in said canal, and will insure that the same will be kept open as such navigable highway, without further expense to the government: *Provided*, That the instruments and papers effecting such sale, in the manner aforesaid, shall be approved by the Attorney General before the delivery thereof."

The Secretary of the Treasury, under the authority thus conferred upon him, proposes to sell the stock of said company owned by the United States on the 8th of February next; and inquiry having been made as to what guarantee will be required by the government at the approaching sale, to insure the canal to be kept open as a navigable highway, this inquiry is submitted by the Secretary to the Attorney General, who is requested to communicate his views to the Secretary, to enable him to respond.

It appears that the Dismal Swamp Canal Company was chartered by the general assembly of Virginia by an act passed December 1, 1787, to commence and be in force after the passage of a like act by the general assembly of North Carolina. The capital stock authorized by this act was \$80,000, which was directed to be divided into 320 shares of \$250 each; but the company, under subsequent legislation, from time to time increased the stock beyond the original limit, when finally, by an act of the Virginia legislature, passed February 17, 1837, it was authorized to still further increase it to 1,944 shares, at which it now remains.

From a report to the Secretary of the Treasury dated April 23, 1866, it seems that of this stock there was then owned—

By the United States 800 shares, representing.....	\$200,000
By the State of Virginia 760 shares, representing	190,000
By individuals 384 shares, representing.....	96,000

Recently, however, the State of Virginia has disposed of the stock owned by it to private parties; so that at this time the number of shares held by individuals greatly preponderate over that owned by the government of the United States, or of a State.

The stock owned by the United States was subscribed and paid for under the authority of the act of May 18, 1826, (4 Stat. 169,) and of the act of March 2, 1829, (*ibid*, 350.) But independent of the amounts thus subscribed and paid, the United States subsequently contributed largely toward improving the navigation of the canal.

By act of July 4, 1836, (5 Stat., 130,) Congress appropriated \$15,000, for improving the natural channels at the northern and southern entrances of the canal; and by act of July 7, 1838, (*ibid*, 270,) a further appropriation of \$10,000 was made for the same purpose.

So by act of February 26, 1845, (6 Stat., 936,) the company was authorized to retain the dividends thereafter to be declared, and then on hand, on the 800 shares of stock held by the United States, to be applied to refund the principal and interest on \$32,712 32, moneys advanced by the company to complete certain works, &c.

The act incorporating this company contains the usual provisions with regard to the election of a president and directors, the appointment of officers and making regulations for their government, the filling of vacancies, &c., and by the 9th section thereof it is declared that the canal, locks, causeways, and other works, with all their profits, shall be and the same are hereby vested in the proprietors, (*i. e.* the *stockholders*,) their heirs and assigns forever, as tenants in common, in proportion to their respective shares; and that the same shall be deemed real estate, and be forever exempt from the payment of any tax, imposition, or assessment whatsoever.

However, by an act passed February 20, 1820, it is provided that the shares of stock shall thenceforth be deemed, both in law and in equity, personal estate, and be transferable in such manner and form as the president and directors of the company shall prescribe.

The 11th section of the act of incorporation enacts "that the said canal and works to be erected thereon in virtue of this act, and the causeways, when completed, *shall forever hereafter be esteemed and taken as public highways*, free for

the transportation of all goods, wares, commodities, or produce whatever, and for travelling, on payment of the tolls imposed by this act," &c. Here the use of the canal and causeways as common highways, on payment of the tolls prescribed, is secured, and they can never be closed to the public. The property must ever remain subject to that use by whomsoever held.

In the preamble to the resolution it is stated that the United States are interested in said canal *by holding 800 shares of the stock of said company*.

The interest here described is that of a stockholder—a moneyed interest merely. But in the enacting part of the resolution, the interest referred to is plainly that which the United States are presumed to have in the canal in view of its national importance as a navigable highway—a public interest. The stock is to be sold in such manner as will best protect the *latter* interest, and insure the canal to be kept open as a *navigable* highway, without further expense to the government.

That the canal shall be kept forever *open as a highway* requires no guarantee. This is already secured by the act which incorporated the company, but that it shall always be kept *navigable* depends upon the action of the corporation having the management thereof and the resources at its command.

As a stockholder simply, the government is not in a situation to control the action of the corporation with reference to this object. It has a voice in the affairs of the company only in proportion to the number of shares owned by it, which, as has been shown, is greatly below that held by individual stockholders, and it can place the purchaser of its shares in no better situation. The *perpetual navigability* of the canal in my judgment cannot well be insured by any sort of individual guarantee that a purchaser can reasonably be asked to give; this must be left to depend upon the commercial importance of the work and the revenue to be derived therefrom.

So long as its business will defray the expenses of the management and of keeping it in repair, so long will it be kept navigable. Should the business fail to yield a sufficiency for these purposes, the work must inevitably go down unless sustained by inexhaustible resources. In a report of Colonel E. S. Parker to the Secretary of the Treasury, dated October 24, 1867, the aggregate amount required for the immediate improvement of the canal is \$355,000. Suppose this amount expended to put it in navigable condition, that condition must of necessity be kept up by still further expenditures from time to time, and unless it yields an adequate revenue for this object, there must soon be an end.

The canal cannot be closed to the public; it must ever remain *open*, and that it shall also be kept *navigable* will, I think, be sufficiently guaranteed by the strong interest which all the stockholders must naturally have in maintaining it in that condition. When this interest fails it will be because the earnings of the canal are not adequate to keep it up, and then no individual guarantee will suffice.

The resolution commits the manner of the transfer of the stock held by the government to the discretion of the Secretary, providing the instruments for effectuating the same are approved by the Attorney General. In transferring the shares to a purchaser it will be sufficient to observe the form prescribed for that purpose by the corporation. The duty devolved upon the Attorney General by the act of July 25, 1866, is to approve or disapprove of the instruments and papers effecting a sale, which will insure the keeping open of the canal or highway without further expense to the government. No such instruments are submitted to me with your letter, nor do you request me to prepare any. Indeed, if you had made such a request I should be at a loss to advise how this direction of the act could be practically carried out. If, for instance, you should make it a condition of the sale that the purchaser of the stock should be required to give a bond to the United States, conditioned that the canal should be kept open as a navigable highway without further expense to the government,

in an amount and with sufficient sureties to make it an available security, it is manifest that such terms would either defeat the sale altogether or greatly depreciate the price at which the stock would otherwise be sold.

Perhaps the safest course would be, under the circumstances, to make a special report calling the attention of Congress again to this subject and to the difficulties that lie in the way of carrying out the act of July 25, 1866, and in the mean time to suspend the sale of the stock.

I have the honor to be, with great respect,

HENRY STANBERY,
Attorney General.

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

IMPROVEMENT OF MISSOURI RIVER.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A communication from the Chief of Engineers, enclosing reports respecting the improvement of the Missouri river.

FEBRUARY 1 1868.—Referred to the Committee on Commerce and ordered to be printed.

WAR DEPARTMENT,
Washington City, January 30, 1868.

SIR: I have the honor to send herewith a communication of January 30, 1868, from the Chief of Engineers, with reports by Colonel Macomb and Major Howell, of the corps of engineers, respecting the improvement of the Missouri river, made in compliance with the act of March 2, 1867, making appropriations for the repair, preservation, &c., of certain public works.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

HEADQUARTERS CORPS OF ENGINEERS,
Washington, D. C., January 30, 1868.

SIR: In obedience to the requirements of the act making appropriations for the repair, preservation, and completion of certain public works, heretofore commenced under the authority of law, and for other purposes, approved March 2, 1867, I have the honor to transmit herewith the report of Colonel J. N. Macomb, corps of engineers, with the accompanying report of his assistant, Brevet Major C. W. Howell, corps of engineers, on the improvement of the Missouri river.

The views and recommendations of the report are concurred in.

The amount of funds on hand, and that estimated for in the annual report of the Chief of Engineers for the next fiscal year, will suffice for the removal of snags in the river between its mouth and Fort Randall during the period estimated for.

For the improvement of the upper portion between the mouth of the Muscle Shell river and Fort Benton there will be required a further appropriation of \$60,000.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,

Brigadier General of Engineers, Commanding.

Hon. E. M. STANTON,

Secretary of War.

MISSOURI RIVER.

OFFICE OF WESTERN RIVER IMPROVEMENTS,

Cincinnati, Ohio, January 14, 1868.

GENERAL: I beg leave to lay before you the very able and interesting report of my assistant, Brevet Major C. W. Howell, captain of engineers, upon the condition of the Missouri river, and his plans and estimates for improving the same, which I heartily approve, and trust that he may be allowed to carry out.

It will be seen from this report that there is an immense field of operations of more or less uncertainty as to the permanency of the improvement, although evidently very necessary to be undertaken, in the way of removing snags. This part of the work it is expected to commence with one of our snag-boats, now in the course of completion; whilst on the upper waters there is an opportunity and a demand for some work of a more definite and permanent character of improvement in clearing the channel of boulders and making some rock dams.

Major Howell's estimate for a suitable light-draught steamer, with requisite boilers, engines, tools, and machinery for the part of the work last al-

luded to.....	\$29, 000
And for wages, &c., of crew for working the same, together with fuel,	
&c., for five months.....	23, 900

Amounting to.....	52, 900
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The money now remaining applicable to the Missouri river will afford ample means for defraying the above expense for the first season's work, and the future carrying on of the work would be the subject of new estimates made with the aid of the experience gained in working the boat above estimated for.

As regards the work of snagging on the Missouri, the expense of that is included in my annual estimates submitted on the 19th September, 1867.

Should this report and recommendation meet with your approval, I beg to be authorized, as soon as possible, to advertise for proposals for building, equipping and furnishing, complete, at some convenient point on the Ohio river, such a light-draught steamer as is indicated in the general description given in the report.

The maps in progress for illustrating this report will be invaluable to the engineer officer in charge of the party in the field to be improved, and it is expected to take tracing of them here on that account.

I remain, very respectfully, your most obedient servant,

J. N. MACOMB,

Colonel Engineers, Brevet Colonel U. S. A.

Brevet Major General A. A. HUMPHREYS,

Brig. Gen. Com'dg Corps of Engineers U. S. A.,

Headquarters, Washington, D. C.

OFFICE WESTERN RIVER IMPROVEMENTS,
Cincinnati, Ohio, June 24, 1867.

SIR: You will proceed, without delay, to St. Louis, Missouri, and from that city, by river, to Fort Benton, for the purpose of inspecting the condition of the Missouri river, with a view to its improvement.

You are authorized to employ one (1) assistant to accompany you, and make as complete and accurate a sketch of the river as practicable, to illustrate your report.

On completion of this duty you will return to Cincinnati, and make to this office a detailed report, in writing, embracing all information of importance you may have gained.

You will pay particular attention to the obstructions in the river, including snags, bars, and rapids, and report on the feasibility of removing them, together with approximate estimates of time, labor, machinery, and expense, necessary to render navigation more safe and speedy.

I remain, very respectfully, your obedient servant,

J. N. MACOMB,
Colonel Engineers, Brevet Colonel U. S. A.

Brevet Major C. W. HOWELL,
Captain of Engineers U. S. A.

OFFICE WESTERN RIVER IMPROVEMENTS,
Cincinnati, Ohio, December 3, 1867.

COLONEL: In continuation of the duties designated in your order dated June 24, 1867, I have the honor to submit the following report.

The maps and sketches intended to accompany this report are not yet completed, but will be forwarded the latter part of February, 1868.

I have the honor to be, sir, very respectfully, your obedient servant,

C. W. HOWELL,
Captain Engineers, Brevet Major U. S. A.

Colonel JOHN N. MACOMB,
Corps of Engineers U. S. A.

REPORT.

The Missouri river, owing to the rapidity of its current and the geological characteristics of its immediate valley, is at all times, after leaving the highlands four hundred miles below Fort Benton, a wide and comparatively shallow stream.

The average velocity of its current has been estimated at three miles per hour, and that is very greatly increased, during the flood season, in contracted portions of the river, frequently reaching five or six miles per hour, and forcing the most powerful steamers to use the towing-line.

The immediate valley of the river presents the same general characteristics throughout the greater part of its length. The stream winds through a narrow bottom of light alluvial formation, closely shut in by high rounded hills or rolling table lands, cushioning the bends and throwing the current from side to side across the valley. A luxuriant growth of cottonwood, interspersed at points with ash, elm, plum, and cherry, covers the most fertile portions of the bottom, while dense willow thickets fringe the lower banks and creep out upon the long sand points and high bars.

The barren plateaus which often intervene between the bottoms and the base

of the hills support but a scanty covering of coarse, short prairie grass and stunted sage brush, and the short narrow ravines furnish a straggling growth of pine and cedar.

These characteristics, though generally pertaining, are greatly modified in that portion of the valley below Fort Randall, at which point the bottom lands begin to widen and increase in fertility, and civilization adds its changes to the general features of the country. Cottonwood groves continue to hold their places on the lower grounds, but the hillsides gradually exchange their nakedness for a valuable covering of oak, hickory and walnut.

The light, loosely aggregate character of the bottom formation renders it peculiarly susceptible to the action of the current, which at all stages of the river eats its way into exposed banks and fills the channel with the debris.

Even the more substantial bluffs are not exempt from the encroachments of the river when in flood, being subject by their non-homogeneous formation to the undermining action of the current, which washes away the layers of drift and precipitates the rock into the channel, always at such points running close in shore.

From the Round Butte to St. Louis, every bend of the river gives more or less emphatic evidence of this cutting action, the bed of the river at peculiarly susceptible points shifting in a few weeks from 200 to 300 yards into the bottom lands, and frequently cutting through the necks of bends, changes the whole channel for miles on either side.

The disproportion between the current velocity and the stability of the banks causes the obstructed condition of the lower river. During the height of the flood season, but more particularly at a medium stage, the current cuts material from the bank faster than it can remove and arrange it; the water, already charged to the extent of its carrying power, rolls the surplus along the bottom, fills up the low water channel, and evenly raises the river bed throughout its length and breadth; as the river falls below its medium height, work is gradually transferred from the bank to this accumulation of sand and mud upon the bottom, the two are sorted by the current, the mud carried away and deposited in the stiller portions of the stream to form the top-dressing of a willow bar or bottom, and the sand, left without its seductive influence, is shifted from place to place by the erratic efforts of the water while accommodating itself to a channel. In consequence, the whole bed of the river is choked by shifting sand-bars, giving one day a good channel and the next changing so as to obstruct the whole water-way; every change in the stage of the river, and every modification in the shape of its banks, either by cutting or filling, changes the direction of the current and forces a corresponding change in the sand deposits, so that these latter are never at rest, since the causes of disturbance continue throughout the year.

In addition to these sand obstructions others of a more dangerous character are formed, due to the same cause. By the caving in of timbered banks great numbers of cottonwood trees are precipitated into the stream, filling it with drift and snags. Trees washed in by the higher stages are generally carried to a distance before they are deposited; their roots are washed clear of earth; they are in consequence less liable to anchor in the bed of the river, and the majority of such are drifted on the bars and sand bottoms, where they dry and form the drift of succeeding floods.

Drift, though at times dangerous, has its use, and the benefit derived from it in those stretches of the river where firewood is scarce, more than counterbalances the risk of broken wheels and rudders, or the breaking of a few planks in a weak hull.

Snags, on the contrary, are useless and extremely dangerous. They are to be found in every bend of the river, solitary or in clusters, standing out boldly above the surface of the water, or lurking beneath it with but a ripple on top to warn the pilot of their presence; some have grown gray and lame-like in their

stations, while others, new comers, retain their limbs and stretch widely across the channel.

No portion of the river bed in the vicinity of timbered bottoms is without its snags; the newest are near the bank, the oldest have passed in turn across the channel and into the opposite growing point.

The most dangerous are those old settlers in the crossings, where each season, as the channel shifts back and forth, they lie alternately in the channel or buried in the sand. The ice of each spring freshet during a series of years has added to their sharpness and curtailed their length until many of them only reach above the surface at low water; no pilot can tell their exact position, and to strike them is almost certain destruction. Many of them lie buried for years before the channel cuts around them; their place has passed from the memory of even those best acquainted with the river, and their presence is only manifested by the disaster they cause.

The new comers are the least dangerous of snags; they are only troublesome; they block the channel along freshly cut banks and cause delay, but in time as the bank cuts more and more they are thinned out by the ice and by freshets, leaving the more stubborn to settle in the bars and wait the shifting of the channel to become in their turn dangerous.

In determining what snags ought to be removed to improve navigation only long experience should be consulted, and even that may often mislead. A cutting bank is always a good guide where the bends are deep and regular, for the channel usually runs close to it, but in long stretches or where islands divide the stream only an experienced pilot accustomed to the river can tell where to clear the way. No certain estimate of the dimensions of a snag can be based on its showing above water; its inclination, and the depth of water around it, may, in the majority of cases, give an idea of its length, but not with certainty. Many small appearing snags are but the limbs of large trees imbedded in the sand, while those showing large diameters vary from twenty to a hundred feet in length.

It will be safe to premise that all snags come from large trees, for only they have sufficient root to give a firm anchorage.

Rock obstructions occur wherever rocky bluffs border the stream, but not in troublesome numbers until entering the rapid section of the river. A few disasters have occurred from their presence in the lower and middle river, but all from want of thorough pilots. Obstructions of this kind hold their place; do not occur where the channel is liable to shift, and for this reason can always be avoided with proper care and knowledge.

The rapids properly begin at Two-Calf island, and are obstructed by rocky reefs, or, as in the majority of cases, by boulders congregated so as to partially dam the stream, rendering the channel tortuous and difficult. All of the rapids, even at low water, have a sufficient depth of water over the channel bed to carry boats adapted to the mountain trade, provided the channel be cleared of obstructions, and several of the minor island chutes closed so as to throw the water into the main channel.

Throughout the rapids section the river bed is subject to but slight change; the channel does not shift; the water is free from sediment; the banks cut but very little, and are sparsely timbered; snags but seldom occur, and the bars, all of gravel, are permanent.

Between the rapids the channel gives from three to ten feet water, and although studded with boulders is perfectly safe when run with care. Between Two-Calf island and Fort Benton there are fifteen rapids more or less difficult, the principal of which are Cow island, Snake Point, Dauphin's, Drowned Man's, and Maria's. Should these five be well cleared navigation will be insured until the 1st of October each season. The other rapids are simply difficult, not im-

passable at any season; they are known as Two-Calf, Bird, Bear, Lone Pine, Holmes, Pablos Nos. 1, 2 and 3 and Kiddes.

The rapids are the only points above Fort Randall warranting improvement. That their improvement is of importance will be clearly proven by reference to the appended commercial statistics. The expense of improvement will be fully repaid the government in a single year by decreased rates of freight incident to increased safety and certainty of navigation, and by dispensing with expensive wagon transportation from Cow island. The improvements necessary will be of the simplest kind, as shown by the following description and annexed sketches:

Two-Calf island is at the foot of the rapid section. At this point the river is divided into three parts by two small islands, the greatest depth of water being found in the right and middle chutes, each about forty (40) yards in width, and giving from three to six feet water. The middle chute, which is now the navigable channel, branches from the right-hand chute below the head of the larger island, and re-enters it before uniting with the left chute below. The water is deflected from its natural direction and thrown into this middle channel by a rocky bar formed across the right chute by the washings of a large ravine. Should this bar be removed and its cause guarded, the bulk of the stream would naturally seek the right shore, and make a safe, deep and permanent channel through the right chute, completely closing the middle one.

The middle chute branches from the right at such an obtuse angle that boats are obliged to send a hawser ahead, both in passing up and returning, to prevent being drawn on the bar and damaged. The left channel is never used, except in high water.

To improve this point, I propose the removal of the bar in the right chute, and that a boulder dam be thrown across the ravine one hundred yards above its mouth to detain future drift from that quarter. Owing to want of time, my observations were not sufficiently minute to warrant detailed estimates of time and labor required to make the proposed improvement, but approximate estimates will be found appended with sketch.

In passing up, the next point worthy of improvement is the crossing at the head of Grand island. This is obstructed by a gravel bar, extending across the main channel from Grand island to the foot of a small island above, and giving but thirty inches in the crossing. About one-fourth of the water is diverted from the natural channel by the two island chutes. If these were closed, a fair channel three feet deep would be cut through the bar, and the troublesome suck through the Grand Island chute removed. The present crossing is very square, and, after sparring over the bar, boats are liable to swing into the head of the chute and ground, as did the steamers *Minor* and *Only Chance* on their second trip this season.

At Cow island the river is again divided into three channels, the principal of these following the left shore and giving three, four, and five feet water off the rocks. The only obstructions are loose boulders, irregularly distributed over the bottom, and rendered troublesome by the rapidity of the current.

To improve these rapids it will only be necessary to clear a direct channel through these boulders, so that boats may keep head to the current in going up. With time, further improvement might be made by closing the right chute, by which the left channel will be considerably deepened.

At Snake Point a ledge of rocks, with boulders lodged upon it, starting from the left shore, runs obliquely across the channel to the lower right-hand shore, having near its centre a gap wide enough and deep enough for the passage of boats, but infested with boulders, and oblique to the current, so that boats passing up are not only in danger of striking boulders in the gap, but are also in danger of swinging on the reef below. In passing down there is yet greater danger, and it is usual to drop through with bow and stern lines. By clearing

the gap of boulders the channel will be made as good as in other portions of the river.

At Bird, Bear, and Lone Pine rapids, a few boulders might be removed to the great benefit of those points, but I would not recommend work on them until more troublesome points are improved, since they can be safely passed, with proper care, at all seasons of the year when the other rapids are passable.

Dauphin's rapids, the highest point on which I can report from present inspection, is considered the most difficult of the series of rapids. It is the first to become impassable, and, except in very favorable seasons, is the terminus of the second trip of the season. But one boat of the mountain fleet passed it on the second trip this year, and she only succeeded after clearing a number of rocks from the channel and sustaining very considerable injury about her hull. The river is here obstructed by a rocky chain across the channel, with loose boulders lodged above and below.

As with the other rapids, the plan of improvement proposed contemplates clearing a direct channel through these boulders, and blasting through the reef. At the head of the rapids a small island divides the current, and both chutes have been used by boats, but, from the best of my observation, the channel along the left shore is best adapted to improvement, and may have all the water thrown into it by damming the right chute at the head of the island. By improving only this one point, two trips from St. Louis to Benton will be insured to the regular mountain fleet each year.

Of those rapids above I can only report on information derived from others. Drowned Man's, and the rapids near the mouth of the Maria's river, are considered the only points of real difficulty after leaving Dauphin's, and they are only represented as obstructed by boulders which, when removed, will leave a good channel.

To effect the improvements above recommended to be made in the rapid section of the river, I would propose the building of a boat specially adapted to the service. A small side-wheel steamer, with strong engine, and draught not to exceed eighteen inches, strongly built forward to sustain a derrick capable of lifting ten tons, to be used in removing loose rocks; to be provided with tools for drilling rocks, and materials for blasting; to carry a crew of from fifteen to twenty able-bodied, intelligent men, and to be otherwise equipped as the most approved steamers of the mountain fleet. I annex details of a suitable steamer, drawn up and recommended by Mr. E. M. Shield, with estimate of cost of construction and working. With the steamer and crew proposed, all the necessary improvements can be made in a single season of three months, beginning on the first of July and ending the first of October, and at an expense much less than would be warranted by the importance of the work.

In consideration of the vastness of the work, even should it be deemed desirable, I would not recommend an attempt to clear the river of snags above Fort Randall. The vastly greater importance of the lower river, and its more obstructed condition, calls for thorough and speedy attention, and is deserving of all the efforts that can be made to clear it. The yearly loss in this portion of the river, from snags alone, averages half a million dollars, and injures the spirit of river enterprise to a much more serious extent. With two of the snag-boats now in process of construction the channel may be thoroughly cleared of those dangerous obstructions in a single season, from Randall to St. Louis.

The season favorable for operations begins about the middle of July and continues until the middle of October, after which the river becomes so low that navigation is practically suspended for all except steamers of the lightest draught. For probable expense of a single season's operations I refer to annexed estimate.

Owing to the changeable nature of the river bed, and the continual additions of fresh deposits from cutting banks, it will be necessary to employ one boat during each season for a number of years on this duty, after which work may

be suspended for a time, but must be resumed at intervals of a few years so long as the importance of river transportation will warrant the expense.

As might be expected from the character of the river, a great number of wrecks lie sunken in this lower section, but the great majority of them, at present, are not in the way, and pilots are familiar with their positions. Many of them have been partially removed by the underwriters, leaving but the hull and wheels, so that the labor of clearing them out of the channel has been greatly simplified. I would recommend the employment of the steamer Patten during the months of August and September, 1868, in the removal of those deemed dangerous or likely to become so.

To free the river from the troublesome sand bars which choke and complicate its channel for a distance of 2,500 miles, although practicable, would yet involve an outlay not warranted by the present importance of the stream. It would be necessary to protect the banks for that distance from the cutting action of the current, and to so confine the water-way as to give a constant channel. This is, of course, not contemplated, and may never be deemed advisable.

Boats must clear their own way in the future, as they have done in the past, but with better machinery. The old system of sparring, though generally achieving its purpose, is yet too clumsy, and is at times inefficient. A machine for ploughing through bars might be made as effective as the snow plough in use on our railroads, and even more effective, for the material of bars is of that kind easily moved by the current, and when slightly disturbed is quickly rolled away by the rush of water past the bows of a vessel. In sparring, advantage is taken of this instability of sand bars. The forward part of the boat is lifted bodily upon the bar, pushed forward by the engines, and allowed to settle down upon the sand; the current rapidly washes underneath the hull, and the operation is repeated as fast as the spars can be taken up and reset. This mode is tedious, and dependent on the height of the bar and velocity of the current; but with ordinary bars, though slow, is successful when properly directed.

A light ploughing machine in front of each boat, with strong engines to push the vessel ahead, would be more effective, more expeditious, less expensive, and less cumbersome, involving less wear and tear of tackle and avoiding racking the hull.

This important item in the economy of the river is found in abundance between St. Louis and Fort Randall, ready cut and dried for use. Wood-yards are at convenient intervals, and prices reasonable. From Randall to Fort Buford fire-wood is scarce, although green timber exists in reasonable quantity. Boats depend for the greater part of their supply upon the drift found lodged upon points and bottoms; nomadic wood-choppers occasionally appear, but their tenure is too precarious for dependence, and steamers receive but little benefit from their service.

Above Fort Buford and until entering the rapid section, wood is abundant; large cottonwood deadenings presenting themselves at short intervals and making excellent wooding stations.

The commerce of the Missouri, although not equal to the natural demands of the country dependant upon it, is steadily increasing in importance, and will continue its growth to meet the necessities of our northern territories, as their resources are developed and navigation is rendered more safe and speedy. At present the commerce above the rapids is concentrated at the two points, Camp Cook and Fort Benton, the former receiving only army and sutlers' supplies for the military post established there, and the latter receiving supplies for the mining country of Montana, for the military posts of Fort Benton and Sun river, and for the northern Indians. During the season of 1867, forty-three steamboats engaged in this trade cleared from the port of St. Louis; of these, one made two round trips; two on the second trip were unable to pass Dauphin's rapids, and left their freight at Cow island; one on the first trip could

get no higher than Fort Hawley; and the steamer Imperial on the first trip discharged freight at Cow island, and is now on her return, last reported November 20, at St. Joseph, with three hundred passengers and a large consignment of specie; the J. H. Prover was wrecked at Point au Poche; the Nora sunk near De Sols; the Deer Lodge had her shaft broken by drift near Decatur, and gave up her second trip.

Of the freight carried by this fleet, 2,095 tons belonged to government and 5,966 tons to private parties, making a total of 8,061 tons, dependent on the navigation of the rapid section of the river. Of the return cargoes I can give but little information; hides, peltries, gold, silver, and copper, are the only exports, and all seek river transportation.

It is safe to say that five-sixths of the mining products of Montana reach the east by way of the Missouri river. The passenger traffic is also an item of considerable importance, and it is estimated that 10,000 persons during this season have taken this route to and from Montana, at an average rate of \$150 each, making a total of \$1,500,000 for payment of passages. It is not expected that the river will in the future be the passenger route to Montana, for the reason that the trip can be made in much shorter time by the way of the Union Pacific railroad and stage to the mines. Indian troubles may influence a few travellers, but the great majority will naturally seek the shortest and most speedy route, with its attendant risks. Travel from Montana in the spring and summer will, however, be by the river, the boats then being able to compete successfully in point of time with the stage route, besides furnishing a safer and more pleasant mode of travelling.

Nor does the river at present enjoy a monopoly of the Montana trade, owing to the high rate of river transportation, the present uncertainty of navigation, and insufficient number of boats employed. It has been found necessary and economical to transport by wagon trains from Utah, California, and the tennement of the Union Pacific railroad, a large proportion of the breadstuffs and sundries consumed in the Territory.

By removing difficulties of navigation this trade will naturally be directed to the east. Rates will be reduced. A large fleet employed on the river, and the prosperity of Montana and of the river interest mutually dependent, will rapidly increase. In view of this mutual dependence, projects have been set afoot for railroad communication between Helena, the capital of Montana, and the river. A railroad from the mouth of the Muscle Shell river is deemed feasible, thus cutting off the rapids. With the rapids improved, a railroad from Fort Benton would be desirable. Montana is a thrifty, growing country, but its growth is greatly retarded by difficulty of communication, even should it be attempted to overcome this difficulty by a railroad from the Muscle Shell, or a branch from the Union Pacific railroad. Years will necessarily elapse before such roads can be made of use, and in the mean time the Missouri river must retain its importance.

Taking such views of the case, I esteem the improvement of the rapids of the upper Missouri not only a necessity, but a duty the government owes to a Territory that promises to be one of our most flourishing States, and a portion of that mountain belt whose settlement will do more towards settling the Indian question than can be done by a powerful and expensive army.

In the middle section of the Missouri, the ports are only at military or fur trading ports, and are enumerated as follows: Fort Thompson, New Fort Sully, Fort Rice, Fort Stevenson, Fort Berthold, Fort Buford, and Fort Hawley. Consignments to these ports are either military supplies, Indian annuities, or the goods of fur traders. During the season of 1867, twenty-eight cargoes were cleared from St. Louis for these several points, amounting to 8,094 tons, of which government shipped 5,832 tons, and private parties 2,262 tons.

The receipts from these ports are hides, horns, and peltries from the fur companies.

The number of passengers, though not great, is yet considerable—mostly officers and soldiers coming from and returning to their posts.

The lower section of the river—that is, from St. Louis to Fort Randall—has of necessity, from the fact of its winding through a fertile and well-populated country, the greatest commercial value, besides carrying all the commerce of the upper river; its own packet trade is perhaps as considerable as that of any western river, and its through trade from its great commercial centre, St. Louis, though competing with railroad transportation, is of fair importance. From the 1st of February, 1867, to the 1st of October, 1867, from St. Louis 212 clearances are recorded for this section, and 169 arrivals. Of the trade from St. Charles, Fort Leavenworth, St. Joseph, and other important points along the section, I am unable to furnish information further than to say that it is very considerable.

The government freight transported on this section amounted during the above eight months to 6,000 tons, and was consigned to Fort Leavenworth and Omaha.

For details of exports and receipts at the port of St. Louis I will refer to the tables annexed, and furnished me by courtesy of Mr. George H. Morgan, secretary of the Union Merchants' Exchange, St. Louis.

For annexed list of government freight, I am indebted to Brevet Lieutenant Colonel C. W. Thomas, United States army.

Navigation opens on the lower Missouri on the breaking up of the ice, about the last of February or the 1st of March, and continues good until the first or middle of September, when the river becomes so low as to cause great trouble from bars. Boats, however, continue running until late in November, or in favorable seasons until December, when ice closes the season. For the middle section the channel is good until the 1st of August above the Yellowstone, and until the middle of August below. From the latter period until the 1st of November the channel is full of bars and difficult. Boats have cleared from Fort Buford after the 1st of November, but at great risk.

In the upper section but little trouble is anticipated until the 1st of August; after that the rapids become quite impassable in ordinary seasons. The first boats for Fort Benton start from St. Louis the latter part of March, and encounter floating ice on the spring rise above Randall. With boats specially built for the mountain trade, the up trip is made in sixty to sixty-five days; the return in fifteen to twenty days. On the second trip the time to Benton ranges from fifty to sixty days.

During the last season many boats not adapted to the river attempted the trip to Benton, and without success. The *Centralia* started June 12, and was eighty-two days in reaching Fort Hawley; thirty-five on return.

The *Imperial* started May 17, and was eighty-six days in making Cow island; other boats made equally long trips. The increasing demands of the up-river trade caused this addition to the mountain fleet, and has proven the impolicy of sending any but light-draught powerful steamers to Fort Benton, except at the commencement of the season.

Parties interested in the upper river begin to recognize the necessity of a higher initial point than St. Louis. Sioux City will probably soon become the rendezvous of the mountain fleet, since from that point the trip will be much shortened, the dangers of the lower river avoided, and two round trips to Benton assured. Rates of freight and insurance will be greatly reduced, and the commercial interests of Chicago will come in direct competition with those of St. Louis, cheapening the value of goods to the consumer in Montana.

Should it be decided to communicate with the river by wagon trains at the mouth of the Muscle Shell, boats can make from four to five trips in a season with ease, by starting from Sioux City, thus diverting the whole Montana trade to the river.

The map of the river now being made under my direction will not be finished until late in February, when it will be submitted.

For details of my tour of inspection of the obstructions in the river, and of the river commerce, I refer you to the papers accompanying this report. For kind attention and material assistance in performing the duty intrusted to me, I am greatly indebted to Captain Hawley and the officers of the steamer *Miner*.

For many civilities and much useful information, thanks are due to the officers of the army stationed at the various military posts along the river.

In conclusion, I have the honor to be, sir, very respectfully, your obedient servant,

C. W. HOWELL,

Captain of Engineers, Brevet Major U. S. A.

Col. and Brevet Col. J. N. MACOMB,

Corps of Engineers United States Army,

in charge of western river improvements.

CINCINNATI, November 27, 1867.

SIR: In view of the requirement of boats having a light draught of water, and of sufficient strength to undergo the service of removing snags and other obstructions, I would recommend the following dimensions as suitable for such service, premising, however, that slight alterations may be found acceptable on examination of the details of construction:

Hull.—Hull to be one hundred and thirty-feet in length, thirty feet breadth of beam, and five feet depth of hold; the bow of boat to be what is termed a scow, to rake twelve feet before intersecting the bottom of hull; the width of bow to be twenty feet of straight line, intersected by a curve of five feet of a side from the extreme breadth of beam, the stems of the bows to have a butting beam sixteen by twenty inches, securely bolted and fastened, and the timbers of hull to come in union with the butting beam, and bolts running athwart-ship to bind the same; three bulk-heads running the entire length of hull and divided equally as to breadth of beam, and running longitudinally, connecting with butting beam in bow of boat. The hull will be decked in the usual manner of steamboats, but only a sufficient amount of guard projecting from hull to carry the wheels for the propelling of the boat.

Machinery.—The machinery will consist of two engines and a like number of boilers of such dimensions as may be found necessary for the proper propelling of the boat. Two auxiliary engines, one of sufficient power to drive the hoisting apparatus located on the bow, which may consist of a crane or shears; the other engine will be applied to the capstan. The steam used for these engines will be taken from the boilers which are used for supplying the propelling engines.

Cabin.—The cabin will require length sufficient for the accommodation of the usual officers necessary to man the boat.

Your obedient servant,

E. M. SHIELD.

Major C. W. HOWELL,

Captain of Engineers U. S. A.

Monthly expenses of the mountain steamer Minor, Captain Hawley—wages of the crew.

1 captain	\$300 00
1 mate	200 00
1 clerk	150 00

2 pilots*	\$1,100 00
2 engineers	300 00
4 firemen	200 00
1 steward†	290 00
1 carpenter	150 00
1 watchman	50 00
2 deck hands	100 00
20 roustabouts, at \$40	800 00

Wages of crew for one month	3,640 00
Stores, provisions, &c., \$64‡ per day	2,240 00
Expenses, outfit, wear and tear, fuel, &c.§	890 00
Total	6,770 00
Five months	33,850 00

GEO. LEAMAN,
Clerk of Steamer Minor.

Details of crew proposed on a steamer for improving the rapids of the upper Missouri.

1 captain, (an officer of engineers, in charge of work.)	
1 mate, per month	\$200 00
1 clerk, per month	150 00
2 pilots, per month	1,200 00
2 engineers, per month	300 00
4 firemen, per month	200 00
2 assistant engineers, per month	100 00
1 steward, (2 cabin boys, 2 cooks, and 1 chambermaid,) per month,	300 00
1 carpenter, per month	150 00
2 deck hands, per month	100 00
15 roustabouts, at \$40 per month	600 00

Total crew, 32; total wages, (one month) 3,300 00

C. W. HOWELL,
Captain of Engineers, Brevet Major U. S. A.

Estimated cost of building and equipping a steamboat for service in improving the rapids of the upper Missouri river—estimate made by Mr. E. M. Shield, principal assistant civil engineer western river improvement.

Building of hull and attachments	\$9,000 00
Boilers, engines and machinery	12,000 00
Cabin and joiner work	3,000 00

* Less than pilots' wages.

† Including 2 cooks, 2 cabin boys, 1 chambermaid.

‡ Can be cut down to \$30 when no passengers are carried.

§ Cut down one-half when no passengers, and with new boat and with greater economy of fuel. Minor burns 30 cords cottonwood or 24 cords hard wood per day.

Painting	\$1,000 00
Blocks and tackle, outfit of cabins, cordage, chains, &c.....	4,000 00
Total.....	29,000 00

Estimated cost of working the boat estimated above for five months.

Wages of crew.....	\$16,500 00
Provisions.....	5,400 00
Fuel... ..	1,000 00
Blasting powder.....	1,000 00
	29,900 00

Estimate of monthly wages for officers and crew of light-water snag-boat.

Captain.....	\$150 00
Mate.....	125 00
Clerk.....	100 00
1st engineer.....	150 00
2d engineer.....	100 00
Assistant engineer and blacksmith.....	75 00
Pilot.....	300 00
Steersman.....	50 00
Carpenter.....	75 00
Steward.....	75 00
Cook.....	75 00
21 boys for cabin and cook house... ..	50 00
Watchman.....	50 00
2 firemen at \$35 per month.....	70 00
8 deck hands, at \$30 per month.....	240 00
	1,685 00

D I A R Y .

June 28, 1867, 6 p. m.—In obedience to orders from Colonel John N. Macomb, corps of engineers, United States army, dated office of Western River Improvements, Cincinnati, Ohio, June 24, 1867, I to-day started from Cincinnati *en route* for Omaha, Nebraska, *via* Chicago, Illinois. It is my intention to reach Omaha on the afternoon of June 30, in time to secure passage for Fort Benton, Montana Territory, on the steamer Deer Lodge, which leaves Omaha on the 1st of July. I have secured as an assistant on the duties specified in my orders Major F. Von Werner, a stranger to me, but having very complimentary letters of recommendation from several distinguished officers, under whom he served as a staff officer during the rebellion. I have directed him to collect such instruments and materials as may be required for surveys and sketching, and with them to overtake me at Omaha or Sioux City, with as little delay as possible.

June 29.—I arrived in Chicago 1 p. m., and left *via* Chicago and Northwestern railroad 3 p. m., crossing the Mississippi river shortly after dark.

June 30.—Arrived at Ames's station, Iowa, 8 a. m., and was detained to 1 p. m., awaiting repairs to a broken bridge one mile west of station. Reached Council Bluff 9 p. m., and owing to the high stage of the Missouri could not cross during

the night. I am informed that the river is over its banks at the usual ferry landing, and ferry-boats only run during the day, landing five miles above the city.

July 1.—Arrived in Omaha 12 noon, two hours after the departure of the Deer Lodge; and, from the best information I could gain, thought it best to await the arrival of the steamer Last Chance, reported due on the 2d or 3d.

July 2.—Omaha is a city containing from 8,000 to 10,000 inhabitants, and derives its importance from being the eastern terminus of the Union Pacific railroad. Its interests are sustained and forwarded by eastern capitalists and speculators, on the supposition that it will remain, at least for a number of years, the great entrepot for the commerce of the country west and north. It is at present a large depot for the supply of our troops on the plains, and enjoys a lucrative trade with the Territories of Idaho and Montana, receiving its supplies by rail from Chicago, and by river from St. Louis. It is rapidly increasing in wealth and population, but as there is no agricultural country to the west on which it can depend, it can never expect to be more than a distributing point for eastern products, and will soon outgrow the limited demands for those. In case the railroad bridge across the Missouri is constructed at Belleville, fifteen miles below Omaha, we may expect to see the latter city sink to a second place as a commercial point, and gradually decay. The business portion of the city is built on the bluffs above overflow; the railroad and buildings connected with it are located on a sand flat beneath the bluffs, and at this time surrounded by water.

Not hearing from the Last Chance, I telegraphed to St. Louis for information, and on receipt of answer concluded to overtake the Deer Lodge, if possible, at Sioux City or Fort Randall. This is made possible by reason of the tortuous course of the river, the trip by boat consuming from three to four days, and by stage but twenty-four hours.

July 3.—Starting from Omaha 10 a. m., I arrived at Council Bluffs station 12 m., and at St. John's 1 p. m., where I took stage 3 p. m. for Sioux City, a distance of 100 miles. St. John's is a village of six months' growth, at the junction of the Sioux City branch of the Chicago and Northwestern railroad. The branch is but just commenced, but I am informed is being pushed rapidly forward, and will be completed during the coming winter, making Sioux City the most northern point on the Missouri river having railroad communication with the east. The stage road, after leaving St. John's, runs for forty miles through a hilly country, sparsely settled and timbered; it then strikes the bottom lands below the mouth of the Little Sioux river, and does not again turn into the hills until reaching Sargent's Bluffs, a few miles below Sioux City. Through the bottom lands the road is but a trail, and at many points is subject to overflow. The soil is a rich alluvion, well adapted to farming and grazing. The higher portions of the bottoms are well timbered with a vigorous growth of cottonwood. On reaching the Little Sioux bottom, 9 p. m., I found the road flooded, nearly to the top of the prairie grass, for a distance of nearly five miles; the overflow caused by a storm above, conjointly with the high stage of the Missouri. By liberally feeding the drivers, I induced them to attempt the crossing. The night was quite dark, and the road only indicated by the absence of the grass above the water. In the middle of the swamp the driver lost the trail and mired the horses in a slough, and it was with great difficulty that we succeeded in extricating them and recovering the road. At 4 o'clock on the morning of the 4th we effected the crossing.

July 4.—Arrived at Sioux City at 3 p. m., and found that I had anticipated the arrival of the Deer Lodge, thus gaining time to form an estimate of the importance of the place. Sioux City is a village of between 2,000 and 3,000 inhabitants, all thoroughly imbued with an idea of the future greatness of their town. It is located at the base of the hills above the mouth of the Floyd river, and the business portion is above overflow. The landing is good, but, owing to

a large cut-off which occurred last spring a few miles above, is being slowly cut away, and unless protected will continue to cut for several years, probably forming a bar at the present landing. The valleys of the Floyd and Big Sioux, together with the rich wide bottom lands on the west side of the Missouri, are tributary to the town, and when fully settled will sustain a thriving city.

While in St. Louis last month, collecting information about the upper Missouri, I was informed that, except in extraordinary seasons, two trips to Fort Benton are impossible. It then appeared reasonable to suppose that owners of mountain boats would select some starting point higher up the river. Omaha at that time suggested itself, as the two round trips could be shortened from three weeks to a month. Yet, with all the enterprise and capital concentrated at Omaha, nothing of the kind has been projected, probably owing to the one absorbing idea—railroad.

I am now disposed to think that Sioux City is the proper point for concentrating the upper river trade. The completion of railroad communication with Chicago will bring that powerful rival in direct competition with St. Louis, and aided by Sioux City enterprise, which can only expand in that one direction, we may expect to see within the next few years the trade of Montana and the upper Missouri passing from the grasp of St. Louis, and absorbed by Chicago capital invested in Sioux City.

By starting from Sioux City on the opening of navigation in the spring, boats can complete two round trips in the time now taken to make one from St. Louis and return to Sioux City on the second; or, in other words, from five to six weeks less time than two round trips from St. Louis.

July 5.—To-day heard that the Deer Lodge broke her shaft below Decatur, and will return to St. Louis. I shall remain here to await the Last Chance.

July 6.—Joined by Major Van Werner.

July 7, 8, 9, 10, and 11.—In Sioux City; Last Chance reported disabled at Little Sioux.

July 12, 10 a. m.—The steamer Miner, Captain Hawley, in the service of the Northwestern Fur Company, arrived at Sioux City, having cleared from St. Louis for Fort Benton on the 29th of June. This boat bearing a good reputation for speed, comfort, and the uniform courtesy of her officers, I decided to secure passage on her for myself and assistant, although prepossessed in favor of the Only Chance, reported cleared from St. Louis on the 4th of July. Captain Hawley kindly afforded me every assistance in his power in furtherance of my duty, and placed at my disposal the best accommodations on the boat. We left Sioux City 10.30 a. m., and 2.30 p. m. stopped at Brazeau's woodyard, where half an hour was spent in wooding. We tied up for the night above Ponka, 12 p. m. At Brazeau's woodyard I found the river six feet lower than the highest flood mark for this season. From the 1st to the 10th of July the river fell slowly. We are now going up on a very slight rise, probably due to a storm on some of the tributaries just above. I find the river at too high a stage to make a report on its condition of any value for future operations in clearing obstructions.

The snags visible are mostly on bars and sand points, and, although numerous, are not in the way of navigation. Those visible in or near the course of the boat are to be seen at all stages of the river, and are in consequence not dangerous. The channel is at present so wide that boats can choose their way. It is only when the channel becomes contracted, (at low water,) and boats are forced to seek the deepest water, that snags become very troublesome and cause disaster or delay.

On the up trip I shall confine myself to generalities, and on returning devote my attention to the obstructions; in that way getting the best information possible. I have stationed my assistant in the pilot-house, with all the necessary material, and instructions for making a sketch of the river.

July 13.—Started at 3 a. m.; river full of drift, as it has been for the last four days. All the drift passed yesterday and to-day has been large timber, both dry and green. The maximum stage of the spring flood swept the bottom lands clear of smaller drift and placed it beyond the influence of succeeding stages. The present drift comes from the higher bars, where it was left by the water before the present rise, and from banks now being cut away. In every bend of the river the banks are now undergoing this slow but steady undermining process, and the large cottonwood trees are, one by one, toppling into the stream to anchor, if their roots are sufficiently loaded with earth, to drift on the bars if not. The bottom lands thus far I have found quite well timbered, but it is worthy of note that the timber, though some of it large, is, with few exceptions, young and vigorous; even the dead timber showing that old age was not the cause of death. Lay for the night above Bow river.

July 14.—Started 3 a. m., and reached Yancton village 6.30 a. m. The river wide and clear; the drift less frequent. Laid up 12.30 of the 15th. The country passed during the day similar to that passed yesterday, but with perhaps less timber. The bottom lands are sparsely settled but fertile, judging from the fine-looking corn-field.

July 15—Started 4 a. m.; arrived at Yancton agency 7 a. m., and at Fort Randall 12 noon, where we lay two hours. Lay up for night twenty miles above, and for the first time on the trip were obliged to cut wood for use of the boat. During the day observed the bottom lands contracting, and timber becoming less abundant. At the mouth of the Niobrara and Ponka there are good bottoms, but above the farming land is confined to the east bank of the river. We are lying near the ranch of Major Hamilton, said to be the last farm we shall see in going up. The hills on either side are very regular in appearance, neatly rounded in outline, and covered with a short, scanty grass, giving at a distance the idea of a well shaven, rolling meadow, but when near at hand disclosing the barren soil, and looking dry and stunted. Timber is confined to the narrow bottom lands and islands, and to the short ravines occurring every few hundred feet. Cottonwood and cedar are the only species I could discover; the cottonwood choosing the low grounds, and the cedar growing in the ravines and on the larger islands. The island cedar is of a very fair growth; that in the ravines stunted, and in many instances deadened by the fires that annually denude the hills.

July 16.—After a good day's run lay up for the night at mouth of creek opposite Bijou hills. The river during the day full of islands, and no doubt bad in low water. Timber not abundant, but in sufficient quantity to meet the necessities of boats. Scrub oaks at several points. The cut bluffs expose a blue stratified rock, having the appearance of soft slates, easily affected by the weather. The lines of stratification are nearly horizontal, and with frequent faults. Drift is becoming less frequent and the river falling slowly. Day clear and warm; night close, and mosquitoes so annoying as to prevent sleep.

July 17.—Started at daybreak, and late in the afternoon passed Fort Thompson without stopping, lying up for night at St. John's woodyard. Slate bluffs continue to bend above Fort Thompson, and there terminate. The fort is located above the entrance to the valley of Cow creek, on a wide, open bottom land, from which the Santee Sioux manage to raise a scanty crop of corn. The fort is garrisoned by a single company of infantry for the protection of the agency. Wood scarce; bottoms narrow; occasional narrow plateaus or prairie taking the place of bottom lands. Many of the hills barren, and topped with a dark colored soil.

July 18.—Reached Old Fort Sully in the afternoon, and spent the remainder of the day in wooding. The fort is the property of the Northwestern Fur Company, and was occupied until recently by the United States; it is now deserted, and the buildings being torn down for wood. Were plenished our ice-box from

a well stored ice-house near the fort. The hills in rear of the fort are covered with cobble-stones of all sizes, and although the same in contour as hills heretofore met, are very different in formation, having a large proportion of gravel. Wood from this point to the mouth of the Yellowstone is reported very scarce; boats depend on getting what they use from drift piles and deadenings in ravines. Green cottonwood is the poorest of fuel, and even when mixed with dry wood does not generate steam fast enough to move boats against a rapid current.

Fortunately for the interest of commerce, each year the bars and various bottoms above detain enough drift to supply the wants of boatmen, but often detain it in inconvenient places. As the commerce of the river expands, wood-choppers will find lucrative employment in establishing woodyards along barren reaches, and collecting drift at points easy of access.

July 19.—Reached New Fort Sully early, and remained until the morning of the 20th, discharging freight for the fur company. We were obliged to land three miles below the fort, the landing near the fort being obstructed by a large sand-bar.

The location of the fort is not well chosen, and subject to severe criticism. The buildings are substantial, roomy, and comfortable. All are not yet completed, but probably will be before winter sets in. Wood can be obtained opposite, and also a few miles above.

Lieutenant Walker, adjutant of the post, kindly offered to keep a gauge record, and collect information of interest, as soon as men can be spared from work on the fort.

July 20.—Left New Fort Sully 12 noon, and lay up for the night near the mouth of the Big Cheyenne. But little drift in the channel, and water falling slowly; current very rapid. Noticed, for the first time, a growth of box elder. The *Ida Stockdale* passed down yesterday, and reported hostile Indians on the bluffs at the mouth of Big Cheyenne. It is a favorite place for attacking boats. The bluffs are high, and the channel runs close under them. The assailants have good cover, and a plunging fire. To guard against attack, we placed semicircular shields of boiler iron, six feet in height, on either side of the wheel, in the pilot-house, and constructed log breastworks along the forward guards of the boiler-deck, and around the ash-pans and engines on the lower deck. Arms were all loaded, and placed in racks at convenient places, and a small old-fashioned field-piece was placed in a conspicuous position on the forward boiler-deck. No danger has been apprehended below this point. Many boats, after leaving Fort Randall, take the precaution, when tied to the bank, of sparring off and mounting guard. We have tied to the bank every night, and kept no guard but the regular watchmen. Captain Hawley informs me that he has never deemed greater precaution necessary.

July 21.—Ran to Small creek, five miles above mouth of Little Cheyenne, and tied up to right bank. Very good dry wood two hundred yards from boat. Were engaged in wooding until 12 p. m. Steamer *Centralia* one hundred yards above us. She cleared from St. Louis June 12, 1867, loaded with army supplies for Camp Cook, and has been delayed by reason of having pilots and captain unacquainted with the river, and, in addition, a mutinous crew of Irishmen.

The captain informed us that he had been burning green cottonwood, and that he could not make enough steam. We are now in the lower part of Swan Lake Reach, known among river men as one of the most troublesome sections of the river at all stages. It is from fifteen to twenty miles in length, and very much obstructed by sand-bars, making the channel tortuous, and difficult to find.

I am informed that Irish crews almost invariably give trouble. They are clanish, and unwilling to bend to the authority of the mate. When they work, it is not with the alacrity desirable, and they seriously object to working in the night. Our crew of roustabouts is made of negroes. They are always cheerful, obedient,

and willing. When brought in contact with other crews, the contrast in the manner of working is greatly in favor of the colored crew.

Our mate, who is an old river man, tells me that he has worked both white and black crews, and has a decided preference for the blacks.

July 22.—Started after sunrise, and passed Swan Lake Reach with less trouble than apprehended. Once attempted a false channel, and were delayed an hour in sparring over a bar having on it three feet of water, the Miner drawing three and a half feet forward. This bar extended diagonally across the channel, and at no place gave a greater depth of water than three feet. Bars in straight reaches of this kind are subject to more frequent shiftings than in tortuous portions of the river, and only approximate to stability during low water. Lay up for the night below Fox island.

July 23.—Laid up at night, and wooded, at mouth of Bowerbense creek. River in excellent boating condition, and falling. No detention during the day. The channel well defined, running close in shore around the bends, and making good crossings. Valleys of the Moreau and Grand rivers comparatively well timbered in the lower portions. Good grazing on the middle slopes. The lower bottoms, thus far observed, all present the same geological features. They have been formed by sand and mud deposited from annually recurring floods; the deposit aided by luxuriant growth of willows, incident to lands subject to overflow. The depth of successive deposits is well shown in sections by alternating layers of sand and mud; even the small deposits from secondary and tertiary overflows being well defined. Owing to this regularity of formation and cause, the ages of points and bottoms can be very accurately ascertained.

July 24.—Wooded, and lay by during night, below the mouth of Battle creek. During the day took on board a deputation of Crow chiefs, on their return to Milk river, where they expected to join their tribe. They were sent to hold a council with General Sully, the Indian commissioner, but failed to overtake him, and are returning to their tribe very much dissatisfied. I am informed that the Crows are the best of up-river Indians, and uniformly peaceful, but that bad faith has been kept with them. They have three times sent deputations to hold council with commissioners, and each time the commissioners have been in too great haste to wait for them. The next commissioners will have to meet them in their own country, and not in the hostile Sioux country.

July 25.—River very good; banks cutting rapidly. Reached Fort Rice four p. m., and remained until next morning. Landed near the fort, inside the bar. The day has been sultry, with indications of a storm. The river has been good during the day, and has fallen slightly. Dry timber has been scarce, and for the last three days we have been obliged to wood several times each day, and pick up such small supplies as we could find. Green timber, though not abundant, is yet in sufficient quantity to furnish boats, provided wood-choppers could safely establish wood yards. Several wood yards have been attempted, but the Indians gave so much trouble that they were soon abandoned. The Indians attack the choppers, drive them to their cabins, and then fire the wood piles. The territorial government also interfered by levying a heavy tax per cord, considered by those I have consulted with on the subject a species of black mail, and not sanctioned by law.

July 26.—Started at three a. m., and, after running about forty miles, stopped to wood on right bank. On starting out again encountered a sudden and very severe storm and blow, which forced us to the bank for an hour, during which time a cottonwood tree, of one foot diameter, was blown across the boat in rear of the cabin, breaking our larboard hog-chains, and crushing through a portion of the boiler-deck. The storm ceased as suddenly as it began, and, after clearing away the fallen tree, we ran a few hundred yards up the river, and tied up alongside a cut bank to repair. When we laid up, the bank was cutting

slowly, but soon began to fall in so fast as to make our position dangerous; tons of earth and willows falling frequently on the lower deck, and threatening to sink the boat. We lay at this place for half an hour, when the small cottonwood to which we had tied—one hundred feet from the bank—was washed in, and we were obliged to move to a better anchorage, which we found three miles above, where we lay for the night.

As an instance of the instability of these bottom lands, I can cite nothing better than the above. The bank under which we lay was eight feet high, and of the characteristic bottom formation, supporting a heavy growth of willows and young cottonwoods, between five and six years old. On our arrival, we found the current slowly undermining the bank. The presence of the boat caused a stronger current in the narrow chute, between bank and hull, and an eddy above; and this slight change in velocity increased the rate of cutting a hundred fold.

July 27.—Although our repairs were not completed this morning, we were obliged to run higher for wood. This we found in the light of the next right-hand bend, where a large pile of excellent drift had lodged on the bottom. We lay by all day wooding, and repairing the damages of yesterday. In the afternoon a hurricane came up from north-northwest, and continued until late at night, with occasional lulls and heavy storms.

As the wind was blowing us directly on shore, no damage was done, although our chimney guys were strained at times to their utmost, and our pilot-house and cabin roughly shaken. The air was filled with clouds of sand, and the water was full of grasshoppers blown off shore. The waves during the height of the hurricane ran three and four feet high, and rapidly beat down exposed banks. A large quantity of green drift passed us during the day.

July 28.—Made a good run, and lay up for night above Square Buttes, twenty miles below Fort Stevenson. Noticed coal at one point cropping out of the bluffs at the water's edge, but not in any quantity. Did not have time to examine it. Hills very bare; good grazing in the bottoms and large ravines. Firewood continues scarce. River good.

July 29.—Started at 3.30 a. m., and reached Fort Stevenson 6 p. m., landing under a cut bank, and very good. The officers at this post report plenty of coal in the neighboring hills, but of a poor quality. It has been used in stoves, but did not give entire satisfaction. It has also been used in the blacksmith shops, but did not give a good welding heat. It is a species of cannel. Stevenson is at present but an encampment. It is expected, however, that before winter fairly sets in, buildings enough to shelter the garrison and stores will be finished. The quarters are to be of adobes, with shingle roofs, and will present a very neat, comfortable appearance. The material for the adobes is found near the site of the fort, and, when mixed with cut prairie grass, promises to make very substantial walls.

The bricks are made larger than usual, but dry well, and retain their shape. The buildings will have stone foundations, and the walls will be strengthened by framing.

July 30.—Left Stevenson 3.30 a. m., and arrived at Fort Berthold 9 a. m., where we lay during the day and night, landing freight for the Northwestern Fur Company. At Berthold I found coal out-cropping, a few yards above the landing, and secured several specimens. It is a coarsely laminated lignite, of a dark-brown color, breaking into small fragments, with irregular, dull fracture when exposed to the air for any length of time; burning with a heavy yellow flame and smoke, and not possessed of great heating or illuminating power. The deposit exposed is in two seams—one of ten inches thickness, and the lower of three inches—conformably superposed on a bed of shale, and covered with a compact gravel. In the hills back of Berthold I am informed this deposit has, for several years, been burning, and so near the surface as to cause the

subsidence of many acres. [Major Galpin, fur company.] Wood scarce between Stevenson and Berthold. River good.

July 31.—Left Berthold at 3.30 a. m., after a wakeful night spent in fighting mosquitos. Lay during the night on a sand-bar in Great Bend. Passed good timber at the mouth of the Little Missouri. Drift in bottom scarce; dead timber becoming more frequent; channel quite clear and of good depth. Noticed several outcrops of coal during the day, all having the same appearance as at Berthold, but showing larger seams and a greater number of them. In one cut bluff, about fifty feet high, I counted seventeen, three of about eighteen inches in thickness each, separated by shale of about same thickness, and about them fourteen at irregular intervals, ranging from one and a half inches to three inches in thickness. The seams might be worked to advantage.

August 1.—Started at 3.30 a. m., and although detained by stoppages for wood, made a fair run, tying up at dusk to a sand point, where we found a very fine drift pile. The hills have gradually lost that regularity of outline so familiar in that section of the valley above Sioux City, Randall, and Sully, and now appear broken and frequently rocky. Sandstone of an indifferent quality and poorly cemented conglomerates alternate with the shales, and frequently crown the bluffs. The immediate valley of the river is very narrow, rarely exceeding 2,500 or 3,000 yards, and presenting low plateaus and bottom lands in nearly equal proportion. The bends of the river in nearly all cases cut into the hills, making high steep cut bluffs with opposite narrow timbered points, concealing barren plateaus outwardly bounded by bluffs and high table lands.

August 2.—Started at daylight, and without stopping, ran until 3 p. m., when we encountered a violent wind storm and were obliged to tie up fifteen miles below "Muddy River," and lay by for the remainder of the day. The river continues at a good stage, though falling slowly. The general characteristics of the valley remain as yesterday. Coal occasionally appears and breaks off. Boulders may be seen in the channel under rocky bluffs.

August 3.—Started at daylight, and without incident arrived at Fort Buford at 5.40 p. m. On approaching the mouth of the Yellowstone the valley widens perceptibly and the bottoms appear more fertile. The timber looks more vigorous and less scattered, the current is stronger and the water-way has a more equitable width. The influence of the very rapid current of the Yellowstone, while gradually accommodating itself to the slower Missouri, is beneficial to the channel of the latter for a distance of nearly one hundred (100) miles below Buford; it then begins to deposit freely and spreads out, forming at low water troublesome bars with shallow chutes. Fort Buford is situated on the left bank of the Missouri, twelve miles below the mouth of the Yellowstone, and on a wide plateau about twenty miles long and from twenty to fifty feet below low-water mark. During the winter of 1866-'67 it was garrisoned by a single company, now increased to five companies. A new fort is now in process of construction to occupy a portion of the old site, to be much larger and to be built of adobes. The timber for the new buildings will be obtained near the mouth of the Little Muddy, some thirty miles above. The adobes are made near the fort and are of good quality.

Yesterday the Sioux made a raid on the cattle herd and killed several animals, but did no further damage, easily escaping from the infantry. Garrisons along this portion of the river are continually annoyed because of their inability to pursue Indian raiders. A company of cavalry at each post would be invaluable.

August 4.—Started from Buford at 8.30 a. m., and were three hours in reaching Fort Union. Started from Union at 1.30 p. m., and lay during the night about thirty miles above. Fort Union is an old trading post, by land three miles above Buford. It will be dismantled shortly and the traders removed to the latter place.

Found the river between Buford and Union very much cut up and difficult.

Above Union it is quite good and with very few snags. The bed of the river is much narrower and the bottom lands wider. The bluffs are continuous on either side, running nearly parallel, touching the river only at each bend and clearly defining the valley. Timber is not abundant, but the bottoms are full of young cottonwoods, giving promise in the future. I to-day left my assistant at Fort Buford with orders to report for office duty in Cincinnati, preferring to sketch the remainder of the river myself.

August 5.—Started at daylight, and after a fair run lay up at 8 p. m. in bend above Poplar river, where we were stopped by a very difficult crossing. Were delayed for several hours in the forenoon by a difficult series of bends below and above Old Fort Kip cut-off. Although the cut-off occurred several years ago, the river has not yet accommodated itself to its bed, and in medium stage of water cuts into the bank so rapidly that the debris cannot be carried away by the already well-charged current, and is consequently left to form troublesome bars in the channel and crossings. The points are quite well timbered with cottonwood, and frequent deadenings at convenient landings supply the necessities of steamboats.

Noticed during the day the ruins of several encampments from which wood choppers were forced last winter. Passed large herds of buffalo, the first seen this trip, and ran into one herd crossing the river. The channel was so completely blocked up by the living mass that the boat was stopped to let them get out of the way. A number were carried under the hull and into the wheel, but cleared us without damage. The scene was one of great excitement, passengers and crew firing with such recklessness as to endanger their own lives to as great an extent as the lives of the frightened buffaloes.

August 6—Were engaged from daylight until 6.30 a. m. sounding for a practicable channel, and at no place could find a crossing giving more than two feet, the steamer drawing thirty-three inches.

At 6.30 attempted the lower channel, and after six hours sparring crossed the principal bar and ran into good water above, where we found the side-wheel steamer *Viola Belle* waiting for a channel to cut out so that she could go down. She had been waiting three days. The *Zephyr* and *Imperial*, bound up, were delayed for the greater part of three days at this place sparring over. We lay for two hours one mile above bar and partially wooded; but finding timber very unhandy 900 yards from boat, ran into next bend and found a fine deadening, where we lay for the night and took in a good supply.

The sand of which these bars are formed is of the nature of quicksand. Iron, stone, or other materials too heavy to be moved by the current sink below the surface of the sand in a few seconds. Men or animals wading on the bars are obliged to keep in motion even on bars apparently dry. I yesterday saw buffalo mired down to their sides and exhausted by their efforts to get out. This characteristic of the bottom makes it simply necessary for a boat when working through a bar to push ahead with its spars and keep in position, so that the current may wash under and around it.

August 7.—Started at 4 a. m. and entered a very troublesome part of the river known as "Spread Eagle Reach," similar in every respect to the "Swan Lake Reach" below Fort Price. We were five hours in making a distance of ten miles. Above the reach we ran into a series of very good bends, and with but a single delay of two hours, caused by taking a false channel, reached a fine deadening, near the mouth of Porcupine creek, and lay up for the night. This part of the river run to-day is but little obstructed by snags, and it is sufficiently well timbered to meet the wants of boats. Deadenings are of frequent occurrence, and convenient for wooding; they are located on the higher portions of each point, and are said to be caused by fire, though they but seldom show traces of it. The great majority of the dead cottonwoods are stripped of bark, and are perfectly dry and sound.

August 8.—Started at daylight, and at 8 a. m. reached Milk river. Above Milk river found the channel very shallow and much obstructed. At 7 p. m. lay up above the mouth of Dry (Doran's) Fork, having made but fifteen miles in the last eleven hours. Were three times obliged to spar over bars, giving but two and a half feet of water. The obstructions in this section are due to a cut-off which occurred several years ago in the bend above Milk river, by which two large bends have been obliterated. The bed of the river is now in a transition state, gradually working toward a natural shape; during high water the current cuts material for lower stages to carry off, and in consequence at a medium stage, such as we now have, when the cutting and distributing powers are about equally balanced, this and similar parts of the river are in their least favorable condition for navigation. Landed our Crow passengers at Dry Fork to rejoin their tribe.

August 9.—Started at 4 a. m., and till 4 p. m. had but little trouble. Not much water in channel, but the bends quite regular, and in consequence the channel well defined. Lay by from 8 a. m. until 12 m. for wood; 4.30 p. m. obliged to spar over a difficult bar, and in doing it broke a guy rope of derrick, and were detained by the accident until 6.30 p. m. After crossing the bar we ran until 9 p. m., when we lay up for the night. Passed several rocky bottoms during the day, but with good depth of water, and enough channel room to avoid boulders by running carefully.

August 10.—Started 4 a. m., and ran what is known as the Round Butte section, beginning fifteen miles below the Butte, and ending three miles above. We ran carefully and without sparring cleared the Butte Bend 1 p. m. The channel is badly cut up by sand and gravel-bars, with boulders, in portions near shore. The river throughout this section is wide and shallow, and the channel tortuous.

After passing the Butte, the valley assumes a character not before observed. The river winds in short regular bends through bottom lands ranging from half a mile to a mile in width, shut in by bold fancifully-shaped hills, bearing a stunted irregular growth of cedar and pine. The points are all well wooded midway to the hills; the banks are low and rounded except in the bight of bends, where the current has cut into the base of the hills and left perpendicular bluffs of from five to thirty feet in height. Sand points but seldom occur, and the few bars to be seen are formed near the middle of the stream. The river is very clear of snags, and the depth of the channel quite uniform.

There are but few signs of recent flood changes, and those but slight. At one point in a cut-bluff twenty-five feet high, saw a large cottonwood tree eighteen inches in diameter, half washed out by the last flood, showing that after the tree had obtained its present growth the plateau on which it grew had received a deposit fifteen feet in depth. The top was stunted and decaying, and trees having the same appearance were to be seen around it, and on all similar plateaus observed during the day.

From the general formation of these plateaus, I am disposed to think that they were made by washing from the hills and indicate a very rapid denudation, which gives to this portion of the river its stability by giving it firmer material for its bottom lands than the ordinary flood deposit. Eight p. m., passed the steamer Zephyr, bound up, and 8.30 p. m., tied up for the night and wooded below Point au Poche.

August 11.—Started at 4 a. m., and reached Fort Hawley 9 p. m., river continuing the same as yesterday. Plenty of good timber on all the points. Channel in mid-river nearly all day; frequent bouldered bottoms, requiring care in passing them; width of river quite constant, ranging from 150 to 200 yards.

August 12.—Started 4.30 a. m., and without trouble reached Two-Calf island 8 p. m. Tried to pass the right hand chute and found it closed at the head by a bar giving only one foot water; so backed out and lay up for the night.

River the same as 11th and 12th, with the exception that the valley is more contracted and timber is less abundant.

Two-Calf island is the beginning of the rapid section of the river. Passed the steamers Richmond and Guidon bound down, below Harriott's island; lay up from 12 m. until 6 p. m. above Harriott's for wood; cut pine and cedar on the bluffs, and were obliged to carry it several hundred yards to the boat.

August 13.—Started 4.30 a. m., and passed up the middle chute at Two-Calf island; obliged to get out cable and pull over rapids at head of chute; two and a half hours in passing the rapids; made slow progress against a very rapid current to head of Grand island, where we were obliged to spar over a gravel bar giving two and a half feet water. Made the crossing 1 p. m., and reached Cow island 5 p. m., where we lay up to sound the rapids for a channel; obliged to keep the lead going most of the time during the day; from five to eight feet in the channel; bottom rocky; bottom land very narrow and covered with sage brush. Good timber on Grand island. Found three feet over the rapids in east chute, and would have no trouble in getting over if it were not for the boulders that infest the channel. Will have to pull over to-morrow.

Laid a deadman on shore above the rapids to fasten our cables for pulling up. A deadman is laid in the following manner: A trench four feet long perpendicular to the line of tension, and from two to three feet deep, is dug on shore, and a log of wood securely fastened on the bottom by stakes; to this log the string-line is fastened, and a small trench dug in the direction of the boat to accommodate the rope and prevent a lifting strain. From this deadman a line is taken to the capstan.

August 14.—Passed the rapids 3 p. m., and lay up two miles above, at the terminus of the Fort Benton and Cow island wagon road. With the present stage of water it is not considered probable that we can get above Dauphin's rapids. Captain Hawley has decided to leave his Fort Benton freight here, and attempt the upper rapids, drawing as little water as possible. On our arrival we found the steamer Imperial lying at the bank, with all her freight ashore. She was obliged to double trip from Grand island to this point, drawing three feet, and was two days in passing Cow island. She cleared from St. Louis May 18, drawing three and a half feet. During the night put our Benton freight ashore and lightened to twenty-six inches.

August 15.—Started at 7 a. m., and at 11 a. m. had made six miles, when we were laid up for an hour by a wind storm. After the storm we again pushed ahead and tied up at night two and a half miles below Dauphin's rapids; found from three to four feet in the channel. Found plenty of water over Snake Point rapids, and passed them without trouble, although for a moment in danger of swinging on the rocks and wrecking the boat; channel much obstructed by loose rocks in the greater part passed to-day. Current very strong; wood very scarce.

August 16.—Started at 5 a. m., and at 8 a. m. tied up one mile below Dauphin's, having made one and a half mile in three hours. Careful sounding gave but eighteen inches water over the boulders in the rapids, and three feet if they could be removed.

The captain then decided to abandon the trip to Benton and return to his freight above Cow island, rather than further risk the safety of his boat. Seven p. m. we started on our return, and after making three miles tied up for the night. During the day I examined the rapids and climbed to the top of the hills. A distance of two or three miles from the river I found abundance of excellent pine timber growing in the ravines and hollows. To the south I could see the Judith mountains and intervening ridges, apparently all well timbered.

August 17.—Started at daylight, and had no trouble until reaching Snake Point, where it was deemed necessary to get out bow and stern lines to drop the boat through. In executing this manœuvre we grounded on a flat rock and were delayed until noon before getting off. Two miles below Snake Point, in

making a crossing, the current drove us on a gravel bar, where we lay all night. Everything movable on the boat was put ashore in yawls to lighten her, after which we took a cable ashore and made ready to pull off in the morning.

August 18.—At 11 a. m., by pulling and sparring, succeeded in getting off the bar, and taking wood and freight on board reached our Benton freight pile without trouble at 1 p. m. The rapids I have had an opportunity to examine can be very much improved and rendered passable by simply removing the boulders in the channel; most of them can be taken out without blasting. Further improvement can be made by closing island chutes, thus gaining increased depth of channel, and greater scouring power to the current. Improvements of the latter kind can be made permanent and at small expense, as all the necessary material can be found at hand, and much of it ready for use.

August 19.—Spent the day among the hills to the south of Cow island, and in making a survey of the obstructions. Found plenty of good stone on the north bank, and plenty of good pine timber convenient for use on the south side. Game is abundant; a working party could easily supply themselves during the summer and fall without going many hundred yards from camp. Indians make their appearance but seldom. It is too far north for the Sioux, and the Crows are friendly and have better hunting grounds.

The steamers *Only Chance* and *Zephyr* passed the rapids this morning with but little trouble, but are double-tripping from Grand island. *Only Chance* discharged her freight and returned to Grand island for remainder.

August 20, 7 a. m.—Started down the river, and had no trouble until we reached the head of Grand island. There found the *Only Chance* hard aground in the head of the chute, having been carried there by the current after crossing the bar. In attempting to cross the bar too high up, we ran aground, 10 a. m., and did not get over until 5 p. m. Ran until dark without further trouble.

August 21.—Started at daybreak, and at 9.30 a. m. arrived at Fort Hawley, a trading post of the Northwestern Fur Company. Left Hawley 12 noon, and at 4 p. m. reached our wood-pile of the 11th, where we lay up for the night. During the afternoon we were greatly retarded by a strong head wind, which twice drove us into the bank and twice set the boat on fire by sparks from the chimneys. The crew were engaged in wooding until 11 p. m. Since leaving Fort Buford we have been well supplied with fresh meat, principally of buffalo, deer, antelope, and wild geese. The country is full of game, and several of the mountain boats we have met depend so much upon a good game supply that they only bring as stores hard bread, ham, bacon, sugar, coffee, and a few cans of vegetables.

August 22.—Started at daylight, and at noon ran hard aground on a bar nearly opposite Round Butte. Put our wood and freight ashore with the boat's yawls, and, after five hours' sparring, aided by a shore line, worked off and tied up for the night. Thus far down I have not noticed any perceptible change in the channel. Just below, the channel through which we ran in coming up is completely filled, and a channel worked out on the opposite side of the river, giving two feet large in the shoalest place. The *Miner* is now drawing two feet scant, which will not be greatly increased by the little freight she expects between this and St. Louis.

August 23.—Started at daylight, and at 7 a. m. ran aground on a hard bar opposite Round Butte. Again landed our wood and stores in the yawl, and tried to spar off, but without success; finally laid a deadman on shore above us, and at 4 p. m. pulled off and reloaded. Made a short run, and without further trouble made a landing ten miles below the Butte. Tied up for the night and wooded.

August 24.—Started at daylight, and, without sparring, reached a point two miles below Milk river, where we found a very bad crossing, and were obliged to lay up for the night and sound for a channel.

Found the river from Round Butte to Milk river greatly changed, and for the better. The majority of crossings are lower down than we found them on the up trip, and deeper; several bars have entirely disappeared, and no new ones found. The channel has now reached its low-water position, and, unless shifted by a fall flood, will probably remain as at present until the breaking up next spring.

On the up trip I noticed a peculiarity of all wooded points from the mouth of the Yellowstone to the Round Butte, which proves a continual shifting of the river bed towards its mouth. On the upper side of all points the banks are cut, and large cottonwoods are growing to the brink. In passing around the point the cut bank becomes less and less in height, and the growth of timber gradually becomes younger, until the point culminates in a growth of willows, and beyond these plain sand. On the lower side of the point, until entering the bight of the succeeding bend, the shore slopes to the water, with first a sand beach, then willows, young cottonwoods, old cottonwoods, and next the plateaus, dead cottonwoods, in regular gradation of age, showing plainly regular denudation of the upper part of the point and regular formation on the lower side. This gradual movement towards the direction of the current is also shown by the bluffs on either side, the whole line showing that at some time each portion of it has been subjected to the direction of the river. The bearing of this characteristic on any plan of improvement is plain, showing that any improvement now made, unless it be for protecting the banks, for a few years hence will be on dry land.

August 25.—Started at 5 a. m., and, in attempting to enter the chute in rear of the island to which we tied last night, ran aground, and were swung around by the current so as to lie directly across the channel, as the width of the chute was a little less than the length of the boat; and as the current set in very strong, we found great difficulty in getting off, but succeeded after two hours' sparring, and had no further trouble of moment. The island and chute lie near the centre of Milk River reach, and the cutting of the channel at this point determines its characteristics through the reach. Should the channel choose the chute, the reach will be fair; but should it choose to cross the bar, it will continue bad quite through the bend below.

The channel through the reach we found tortuous, but regularly formed and good, giving three, four, five, and six feet of water. We stopped to wood about noon, and were detained two hours, after which we ran to Fort Charles bend, and at 4.30 p. m. lay up for the night alongside a good deadening. During the day saw thousands of buffaloes and abundance of other game.

August 26.—Started at 5 a. m., and laid up at 4 p. m., on account of wind in bend below Elk Horn prairie. Had no trouble during the day. Found three, four, and four and a half feet water on the worst crossings in Spread Eagle reach, and two and a half feet over crossing in bend above Poplar river. The crossing at this latter place, although the river has fallen about two feet, is nearly the same as we found it going up; it is in the same place and has the same depth of water, but is not so tortuous. Two bends above Wolf Point are much obstructed by snags, but are cutting freely and shifting the channel.

August 27.—Started at daybreak and reached Fort Buford 6.30 p. m. Were delayed by a strong wind which sent us to the bank several times, but without damage. Below the Big Muddy, at several points, high, steep, rocky bluffs rise from the water's edge and deposit dangerous rocks in the channel, which it would be desirable to clear. Coal makes its first appearance in these bluffs on the right-hand side and in fair seams. I am informed that those deposits of coal out-crop on the Yellowstone as far up as Powder river, and no doubt underlie the whole peninsula between the Yellowstone and Missouri. The buildings at Fort Union are nearly demolished, and the material taken to Fort Buford. The river between Union and Buford is very much cut up, but has fair water

in the channel. The Yellowstone is very low, and at its junction with the Missouri falls about eighteen inches in a distance of 100 yards, over loose rocks and with a very rapid current.

August 28.—Started from Buford 8 a. m., and at 12 m. were forced (by a strong wind) to tie up. Started again 6.30 p. m., and at dusk lay by for night, twenty miles below Muddy river. Channel fair and but little changed in the last month; but few snags, and those not large or troublesome. The river full of drowned grasshoppers.

August 29.—Started at daylight, and after a fair run lay up below Tide creek. After passing Little Knife river found the channel full of bars and difficult; grounded several times, but were not greatly delayed, except by the necessity of running slow and sounding frequently. Day very warm and indication of a storm.

August 30.—Arrived at Fort Berthold 12 noon, and left 6 p. m., expecting to make Fort Stevenson before dark. Eight miles below Fort Berthold encountered a violent wind storm; were driven to the bank and were obliged to tie up for the night. The wind was so strong that birds left the trees and sought shelter in the under-brush. Just before dark one of our pilots caught a half-grown war eagle, who had sheltered himself in the bushes and could not rise from them. From Little Knife river to Berthold the river is obstructed by bars and a few snags; below Berthold it is in better condition.

August 31.—Arrived at Fort Stevenson 8.30 a. m., and left 11 a. m. River improving; day cold, damp, and windy. Four p. m., lay up below the mouth of Big Knife river to wood, and remained during the night. Channel well defined and with good water. Not materially changed since going up, although the river has fallen about four feet in that time.

September 1.—Started 5 a. m., and without trouble reached Fort Rice 3.30 p. m. Here we expected to find forty cords of good dry wood cut and awaiting us, but were disappointed. The wood, though cut and well concealed, attracted the attention of another boat, and we reached the wood-pile only in time to see the Centralia leaving with thirty cords on board, and Captain Hawley obliged to pay the bill, eight dollars per cord.

Left Rice 6 p. m., and run below the Cannon Ball, where we spent the greater part of the night picking up drift.

September 2.—Started 5 a. m. and ran until 4 p. m., when we were forced by wind to lay up forty miles above Grand river. Day raw and windy, with occasional drizzle. River good and had but little trouble, only grounding twice, and both times sparring off with ease. In conversation with Major Galpin, one of the oldest fur traders in this country, and the best informed I have met, he expressed the desire of all those interested in the development of the Upper Missouri valley for a thorough geographic and geological survey of the country drained by the Little Missouri, Heart, Big Knife, Cannon Ball, Grand and Moreau rivers. He has been over the greater part of the basin drained by those streams, and is impressed with its value as a grazing and mining country. From his report I should judge a survey of importance in establishing future reservations for the Sioux Indians. I am informed that the climate is undergoing a gradual but marked change for the better, noticed even by those who have spent but a few years along the river. Rain is more frequent, vegetation more luxuriant. Winter sets in late, and in places cottonwood trees are giving way to ash and elms. Corn, potatoes, and oats have been grown as far up as Fort Union, and although the stalks were stunted, the grain was of fair size and quality. At Berthold I saw ears of corn six to eight inches in length grown on stalks from eighteen inches to two feet in height.

September 3.—Started 5 a. m., and made a good day's run, tying up at 7 p. m., to right bank below Plum island, and fifteen miles above mouth of Big Cheyenne river; quite good, with the exception of Swan Lake reach, where

we found the channel well cut, but very tortuous. In passing the reach we were favored by a dead calm, which facilitated the handling of the boat, and enabled us, by running carefully, to keep the channel. Below the reach we were delayed an hour by taking the wrong outlet, but afterwards had no trouble. The bluffs passed to-day are based on a blue clay shale, crumbling where exposed, and easily blown down by wind. On the bluffs under which we lay during the night I found a group of sienitic boulders, some of them weighing as much as three to four tons. Wood scarce.

September 4.—Reached the Big Cheyenne 9 a. m., and lay for night ten miles below, having found a very bad river, much spread out and full of sand-bars. Strong wind during the night, slightly abating before morning. Near this point, when going up, we found in abundance a plant used by the Indians to cure the bite of the rattlesnake. The stem is from two to four feet in length, and from an eighth to a quarter of an inch in diameter; the leaves long and slender, and from four to six inches apart, joining the stem along the line of a very oblique spiral. The stem is crowned by a yellow flower, about two inches in diameter, and having the appearance of a small sun-flower. The root is long, and has but few ramifications. When stripped of its thick outer coating, it shows markings and color very much resembling the skin of the rattlesnake. My informant, an old hunter, who pointed out the plant, informed me that he had often seen it used, and with success. The person bitten chews a small piece of the root, swallows the juice, and applies the pulp to the bite. The root has a pungent acid taste, but is not unpleasant. Doctor Kimball, United States army, stationed at Fort Buford, has a quantity of the plant, and will report on it to the medical department.

September 5.—Started 5 a. m., and reached old Fort Sully 12 noon. Were several hours in passing Farm island. The day clear but cool, and windy. Ran the channel to the right of Farm island, and were several times blown aground. At dusk ran hard aground five miles below the island, and lay during the night on the bar. Steamer Last Chance overtook us, and lay during the night a few hundred yards above.

Farm island is considered one of the worst places on the river, as the channel shifts frequently from one side to the other. The buildings at old Fort Sully are all torn down.

September 6.—Made about fifteen miles, and lay up on account of wind; channel fair, but the surface of the water so much broken by the wind as to make it difficult to determine its position. Day clear and cool.

September 7.—Were not able to start until 6 p. m.; we then made five miles, and tied up for the night; wind continuing; plenty of water in the channel—from three to ten feet, but the surface too rough to make the crossings. A stern-wheel boat is unmanageable in a high wind, unless loaded down, and even then it is generally safer to tie up than to run. The wheel can only act in the direction of the boat's longer axis; and in consequence, when moving obliquely to the wind, the boat has a certain amount of lee-way, for which there is no remedy, and she is blown on a bar in narrow crossings, or ashore in bends. With a side-wheel steamer it is different, for the wheels can be used in steering, and become powerful aids to the rudder when used skilfully. The only objection to side-wheels is the amount of drift met in the early and middle seasons, to which they are very much exposed, and from which stern-wheels are in a measure protected by the hull.

September 8.—Started at daylight, and at 9 a. m. were blown ashore by the wind about twenty miles above Fort Thompson, where we lay until 4 p. m. The bluffs at this point are composed of alternating layers of sand, gravel, and clay shale at their foot, and apparently coming from the gravel beds. I found large numbers of two casts, (shell and reptile,) some of them having a metallic filling of a light reddish brown color, very finely granulated structure, and of such

hardness as to scratch glass with as much ease as a diamond would. The cross section of these reptile casts is an ellipse, showing a vertebral joint, solid in the centre of the ellipse, and with six radial points running to the outer coating, which is a rich pearl, covering oak leaf markings on the inner skin. I have found at this place, and at several points further up the river, a large number of these remains, with metallic spar and claystone fillings, yet, although I searched diligently, could not find a head. The diameter of those seen varied from a quarter of an inch to one foot. One small specimen, in my possession, has become highly polished in the exposed point, and resembles polished copper. The shell casts are of sand and claystone, some of them with the shell yet adhering.

Started again 4 p. m., and at night lay up at right bank opposite Crow creek, with wind continuing strong.

September 9.—Ran well all day, and reached upper landing at Fort Randall 5.30 p. m. The channel runs close to Randall Point, and is obstructed by loose rocks, causing a very stiff current around the point. At 6.30 we attempted to cross the bar opposite Randall, and ran hard aground. The bar washed from under us very rapidly, and at 12 midnight washed us across, where we lay until morning. An anchor put out above us in eighteen inches water, when raised in the morning, was found in a pocket six feet deep. This bar is a very troublesome one, and can only be remedied by clearing the channel at the point above, and throwing the water in bulk to the left shore. All the boats down within the last two weeks have grounded here, and lain from six to forty-eight hours. The day has been quite windy, and we were several times driven ashore. We passed the Centralia above Hamilton's ranch, waiting on the wind.

September 10 —Started 7 a. m., and at 8 a. m. ran aground opposite Power Butte. The morning is clear and cold, with but little wind; cleared the bar at noon, and 2 p. m. reached Yancton agency; the wind in the mean time having suddenly revived and driven us once ashore. Since leaving Fort Rice I have noticed a peculiarity in the bar formation, but seldom observed above. Sand bars and sand islands form in the middle of the stream, giving a series of middle bars and doubtful crossings, the channel shifting frequently from one side to the other, and giving a difference in depth on either side so small as to often deceive the most practiced pilots.

Above Rice these middle bars are the exception, the bars forming below each point, and running obliquely towards the next lower, permitting but a single crossing, and that generally well defined. Left Yancton agency 5.30 p. m., and lay for the night above the mouth of the Niobrara.

September 11.—Started at daylight, and lay up for the night at the mouth of Vermillion river; found the channel much obstructed by snags, those most in the way being of recent deposit. In the bed below Yancton village, boats have been obliged to cut a channel through a cluster of very large green trees, deposited within the last three weeks. The snags vary in diameter from six to eighteen inches, and the most troublesome come from this season's cuttings.

The mouth of Vermillion river is dammed up for a distance of two hundred yards by a deposit of mud and sand from the Missouri. Over this distance the Vermillion falls five and a half feet with a rapid current. The water-way is ten feet wide, and from one to two feet deep; the water clear and cold. All the small streams below the Yellowstone have been dammed in a similar manner, but have cut out so far as observed. Above the dam the Vermillion is about fifty yards wide, and with a sluggish current.

September 12 —Started at daylight, with a better river than yesterday, but still much obstructed by snags. Morning cloudy, with a little wind. Reached Sioux City 2 p. m. and remained until 3 p. m. Lay up for the night fifteen miles below. In the first bend below Sioux City made a square crossing, and at its terminus found the channel contracted to about 100 feet, very deep, and so full of snags that we were half an hour in working our way through them. The

bank was from ten to fifteen feet high, and falling in rapidly, promising to increase the width of channel and the number of snags. At Sioux City recommenced sketch to connect with starting point of my assistant.

September 13.—Started at daylight, and ran well all day, reaching Omaha shortly after dark. The river very tortuous, and the bends full of snags. The section from Sioux City to Omaha is considered the most dangerous part of the Missouri, and when once cleared will require constant attention to keep it free from snags. Winding for the greater part of the distance through low, easily cut bottom lands, it is subject to very rapid and radical changes of its bed. Each flood sweeps into its channel many hundred acres of timber to form dangerous snags, and frequent cut-offs occur to add further obstructions. At several points to-day the pilots informed me that the whole water-way had shifted within the last two months from 300 to 400 yards into timbered points, leaving the last year's channel a barren sand-bottom. On the night of the 8th of July a cut-off occurred above Peru completely changing the channel for fifteen miles on either side. Several boats were carried through on the 9th, and barely escaped being wrecked. Another shortly afterwards, less fortunate, struck a log and was lost, together with several of her crew.

September 14.—Started at 11 a. m., and at 1 p. m. were driven ashore by the wind at St. Mary's cut-off, and were obliged to lay by the remainder of the day. Boats have had trouble just above and in the bend below us, even the packets getting aground, yet the river is considered at a good boating stage, and the river trade is quite brisk. Toward night the wind increased in violence, and the clouds of sand from the old bed of the river, and from the point below us, were almost blinding.

September 15.—Wind very strong all day, and we have not moved from our landing. Every portion of the cabin and state-rooms coated with sand. Three boats passed us bound up; two of them side wheel steamers, and the third a stern-wheeler. The side-wheel boats passed the bar above, and the stern-wheel was driven aground by the wind. Direction of wind from south to north.

September 16.—Wind at times increasing to a hurricane, and continuing from the south, with indications of a storm coming up from the northwest. The side-wheel packet *Cornelia* passed us, down, late in the afternoon, and the *Sunset*, ditto, after dark, tying up one mile below.

Lay by all day and have fair hope of being able to push ahead to-morrow, as these blows generally last but three days.

September 17.—The wind having moderated during the night, we started down at 6 a. m., and made a run of about seventy miles, when the wind increased to such violence as to drive us to the bank at Nemaha, 1 p. m. A pelting rain accompanied the wind and forced me to put my sketch aside and depend on my notes of obstructions. The wind abating in a few hours, we again started down, and lay up for the night twenty miles below Nemaha. Passed the *Cornelia* at Brownsville, the *St. Joseph* and *Sunset* at Plattsmouth, and the *Underwriter*, of Cincinnati, at the wreck of the *H. S. Turner*, employed in raising it. With our light-draught we have been able to run well, but boats drawing from three to three and a half feet experience great trouble in several of the crossings.

Dangerous snags are of frequent occurrence, and all the bends are more or less obstructed.

September 18.—River fair all day. Reached St. Joseph 5.30 p. m. and remained until next morning. The crossing above St. Joseph, which three days ago gave great trouble, and necessitated sparring on three feet of water, is now cut out, and at no place has less than five feet over the bar. Snags have not been so frequent as yesterday. Day fair and warm.

September 19.—After a run of 175 miles, lay up for night at a wood-yard below

Liberty. Night clear and cool. As wood is quite an item in the economy of a steamboat, I have collected the following tariff of prices :

At Fort Hawley, \$8 per cord ; at Fort Rice, \$8 ; at Fort Randall and above, from \$6 to \$8 ; above Sioux City, \$5 ; above Omaha \$2 50 to \$3 50 ; from Omaha down, \$2 to \$3. The Miner burned, in twenty-four hours, twenty-four cords of hard wood, or thirty cords of dry cottonwood. A portion of the river passed to-day is in very good condition, and other portions shallow and snaggy. Almost every bend has its wreck to attest the danger of navigation. Many of them are rotten with age, but others are of recent date, and have become dangerous obstructions. The current is slowly eating into the upper bight of each bend, removing the flood deposit, and daily disclosing new snags. It is a peculiarity of the Missouri, due to its wide flood-bed and low bottom lands, that when at flood height, the channel is cut across the sand points, making the the bight of the bend low down, and filling in above. As the water falls, the channel gradually works out from the point, the bight is made further and further up ; shallow bars form, cut away, and reform with wonderful rapidity and uncertainty, and when the river attains its medium stage, the channel has passed over the greater part of the bed in the upper half of the bend, and brought, in succession, each snag in that portion directly in the way of navigation.

September 20.—Ran to Slaughter-house island, just above Lexington, and tied up for the night. During the day have passed alternating sections of good and bad river, reported in detail in my snag record ; above Glasgow one very bad bend obstructed by bars, and also a similar series of bends and crossings above and below Slaughter-house island. From Glasgow to the latter section the channel is remarkably good. The day has been warm and pleasant.

September 21.—Were detained at our moorings until 8 a. m. by a fog. We then ran until dusk, and tied up one-half mile above Pinkney. Found the channel much obstructed by bars and snags. Loaded boats have had great difficulty at several points passed during the day ; as we draw but two feet, we have had no trouble. The fog this morning, though not heavy, clung to the water and obscured the view at a distance ahead, so that the pilots could not judge of the terminus of the Pinkney and Miller's Landing crossing, and be sure of taking the proper channel.

September 22.—Again detained by a fog until 8 a. m., when we started from Slaughter-house island, and at 1.30 p. m. made St. Charles without trouble, although we passed several very bad bends full of snags. Made St. Louis 5.30 p. m. The river from St. Charles to St. Louis very good, with the exception of the Chobenier islands section, where the channel is liable to frequent shifting from one side of the island to the other. The importance of clearing the river of snags from its mouth to Omaha is in a great measure due to the packet trade on that section, which necessitates running at night and makes obstructions of the kind so much the more dangerous.

September 23, 24, and 25.—Remained in St. Louis, collecting commercial statistics from the quartermaster and commissary departments, and from the records of the Union Merchant Exchange.

September 26, 3 p. m.—Started for Cincinnati via Ohio and Mississippi railroad.

September 27.—Arrived in Cincinnati 5 a. m.

Place of departure.	Date.	Time of—		Time. Hours.	Delay.	Cause.
	1867.	Starting.	Stopping.			
Sioux City	July 12.....	10. 30 a. m.	12 p. m.	3		Wooding at Brayean's.
Ponka.....	July 13.....	3 a. m.	10 p. m.	1		Wooding.
Bow River.....	July 14.....	3 a. m.	12 p. m.	1		Wooding.
Ponka Agency	July 15.....	4 a. m.	7 a. m.	3		In port.
Yankton Agency	July 15.....	8 a. m.	12 m.			Cutting wood.
Fort Randall.....	July 15.....	2 p. m.	8 p. m.	2		
Hamilton's Ranch	July 16.....	3 a. m.	9 p. m.	9		Wooding at Old Fort Sully.
Byon Hills.....	July 17.....	4 a. m.	9 p. m.	9		Discharging freight, &c.
St. John Woodyard	July 18.....	4 a. m.	1 p. m.	8		Discharging freight, &c.
Old Fort Sully	July 19.....	4 a. m.	12 m.	9		Wooding at foot of Swan Lake Reach.
New Fort Sully.....	July 20.....	12 m.	9 p. m.	3		Wooded below Fox island.
Below Big Cheyenne	July 21.....	4 a. m.	6 p. m.	3		Wooded at Bombeuse creek.
Foot Swan Lake Reach.....	July 22.....	5 a. m.	6 p. m.	3		Wooded below Battle creek.
Below Fox Island.....	July 23.....	4 a. m.	6 p. m.	5		Discharging freight.
Bombeuse Creek.....	July 24.....	4 a. m.	6 p. m.	3		Wooding 40 miles above Rice.
Below Battle Creek	July 25.....	4 a. m.	4 p. m.	3		By storm and damage to boat, &c.
Fort Rice	July 26.....	3. 30 a. m.	1 p. m.	4		Repairing damage, wooding, and wind.
Forty miles above Rice.....	July 26.....	4 p. m.	6 p. m.	15		Wooding at Square Buttes.
Forty-five miles above Rice	July 27.....	7 a. m.	9 a. m.	2		Discharging freight at Stevenson's.
Sixty miles above Rice	July 28.....	4 a. m.	7 p. m.	3		Discharging freight at Berthold.
Square Buttes	July 29.....	3. 30 a. m.	6 p. m.	15		Sand bar in Great Bend.
Fort Stevenson	July 30.....	3. 30 a. m.	6 p. m.	2		Stopping several times for wood.
Fort Berthold	July 31.....	3. 30 a. m.	9 p. m.	6		Wind storm.
Sand Bar, Great Bend.....	Aug. 1.....	3. 30 a. m.	3 p. m.	3		Discharging freight at Buford.
At White Earth River.....	Aug. 2.....	4 a. m.	5. 40 p. m.	4		Discharging freight at Buford.
Below Muddy River	Aug. 3.....	3. 30 a. m.	11. 30 a. m.	2		Stopping at Fort Union.
Fort Buford	Aug. 4.....	8. 30 a. m.	8 p. m.	4		Difficult bars near Fort Kip.
Fort Union.....	Aug. 4.....	1. 30 p. m.	8 p. m.	12		Six hours sparring; six hours wooding.
Below Stone Point.....	Aug. 5.....	4 a. m.	4 p. m.			
Above Poplar River.....	Aug. 6.....	6. 30 a. m.	4 p. m.			

Itinerary of route—Continued.

Place of departure.	Date. 1867.	Time of—		Delay.	
		Starting.	Stopping.	Time. Hours.	Cause.
Second Bend above Poplar River.....	Aug. 7.....	4 a. m.	7 p. m.	6. 30	Four and one-half bars; two wooding.
Near Porcupine Creek.....	Aug. 8.....	4 a. m.	8 a. m.	-----	Reached Milk river.
Milk River.....	Aug. 8.....	8 a. m.	7 p. m.	-----	Fifteen miles in eleven hours.
Dry Fork.....	Aug. 9.....	4 a. m.	9 p. m.	2	On bar four hours for wood.
.....	Aug. 10.....	4 a. m.	8. 30 p. m.	-----	Slow past R. Butts.
Point Au Pache.....	Aug. 11.....	4 a. m.	9 p. m.	1	In false channel.
Fort Hawley.....	Aug. 12.....	4. 30 a. m.	8 p. m.	4	To speak steamer Gurdon, and to wood.
Two Calf Island.....	Aug. 13.....	4. 30 a. m.	5 p. m.	7. 30	Rapids and bars.
Cow Island.....	Aug. 14.....	6 a. m.	3 p. m.	-----	Nine hours passing rapids.
Benton Road.....	Aug. 15.....	7 a. m.	7 p. m.	2	By storm two and one-half miles below Dauphin's.
Two and one-half miles below Dauphin's.....	Aug. 16.....	5 a. m.	8 a. m.	-----	One and one-half miles in three hours.
Dauphin's.....	Aug. 16.....	7 p. m.	8 p. m.	3	At Snake Point.
Five miles below Dauphin's.....	Aug. 17.....	4 a. m.	7 a. m.	7	Below Snake Point, on bar.
Snake Point.....	Aug. 17.....	12 a. m.	1 p. m.	6	Below Snake Point, on bar.
On Bar.....	Aug. 18.....	10 a. m.	10 a. m.	7	Grand Island bar.
Benton Road.....	Aug. 20.....	7 a. m.	10 a. m.	-----	-----
Grand Island Bar.....	Aug. 20.....	5 p. m.	9. 30 p. m.	-----	-----
.....	Aug. 21.....	4 a. m.	4. 30 a. m.	-----	-----
Fort Hawley.....	Aug. 21.....	12 a. m.	4. 30 p. m.	2. 30	At Fort Hawley.
Wood Pile.....	Aug. 22.....	4 a. m.	12 p. m.	8	Lay from 12 m. until morning on bar.
Round Butte Bar.....	Aug. 23.....	7 a. m.	7 a. m.	13	All day at bar opposite Butte.
Bar opposite Butte.....	Aug. 24.....	4 a. m.	6 p. m.	2	Sounding below Milk river.
Two miles below Milk River.....	Aug. 25.....	5 a. m.	4. 30 p. m.	7	Two sparring and two wooding.
Fort Charles.....	Aug. 26.....	5 a. m.	4. 30 p. m.	3	Wind.
.....	Aug. 27.....	5 a. m.	6. 30 p. m.	-----	Delayed by wind.
Fort Buford.....	Aug. 28.....	8 a. m.	9 p. m.	6. 30	By wind.
Below Muddy River.....	Aug. 29.....	4 a. m.	8 p. m.	3	Bars and wooding.
Lidi Creek.....	Aug. 30.....	4 a. m.	12 m.	6	At Berthold.
Fort Berthold.....	Aug. 30.....	6 p. m.	7 p. m.	1	Tied up for wind.
Below Fort Berthold.....	Aug. 31.....	4 a. m.	8. 30 a. m.	2. 30	At Stevenson's.

Fort Slawson.....	Aug. 31.....	11	a. m.	4	p. m.	4	Wooding.
Below Big Knife River.....	Sept. 1.....	5	a. m.	3. 30	p. m.	2. 30	At Fort Rice.
Fort Rice.....	Sept. 1.....	6	p. m.	7	p. m.	1	Wooded below Cannon Ball.
Below Cannon Ball.....	Sept. 2.....	5	a. m.	4	p. m.	3	By wind.
Above Grand River.....	Sept. 3.....	5	a. m.	7	p. m.	1	Taking false channel.
Above Big Cheyenne.....	Sept. 4.....	5	a. m.	9	a. m.	.....	Thirty miles in seventeen hours; caise, bars.
Big Cheyenne.....	Sept. 4.....	9	a. m.	12	m.	.....
Below Fort Sully.....	Sept. 4.....	12	m.	2	p. m.	2	At New Fort Sully.
Anque Bongar Island.....	Sept. 4.....	2	p. m.	7	p. m.	.....	Wooded and tied up for night.
Old Fort Sully.....	Sept. 5.....	5	a. m.	7	p. m.	6	By bars passing Old Sully.
Below Fort Sully.....	Sept. 6.....	.....	.....	.....	.....	.....	Made fifteen miles during the day; cause, wind.
Below Fort Sully.....	Sept. 7.....	6	p. m.	7	p. m.	13	Made fifteen miles; wind.
Below Fort Sully.....	Sept. 8.....	5	a. m.	9	a. m.	7	Wind.
Above Fort Thompson.....	Sept. 8.....	4	p. m.	9	p. m.	.....	Wooded during night.
Opposite Corn Creek.....	Sept. 9.....	5	a. m.	5. 30	p. m.	1	Stopping at Randall.
Fort Randall.....	Sept. 9.....	6. 30	p. m.	7	p. m.	.....	Aground on bar opposite Randall.
Opposite Fort Randall.....	Sept. 10.....	7	a. m.	8	a. m.	6	Four on bar at Lower Butte, and two Randall bar.
Lower Butte.....	Sept. 10.....	12	m.	2	p. m.	3. 30	Yancton Agency; wind.
Yancton Agency.....	Sept. 10.....	5. 30	p. m.	8	p. m.	.....
Nioborn.....	Sept. 11.....	5	a. m.	8	p. m.	.....	Vermillion during night.
Vermillion.....	Sept. 11.....	6	a. m.	2	p. m.	1	At Sioux City.
Sioux City.....	Sept. 12.....	3	p. m.	7	p. m.	. 30	By snags in bend.
Below Sioux City.....	Sept. 13.....	5	a. m.	8	p. m.	.....
Omaha.....	Sept. 14.....	11	a. m.	1	p. m.	12	Six at Omaha, and six for wind at St. Mary's.
St. Mary's.....	Sept. 15.....	11	a. m.	.....	.....	14	All day for wind.
St. Mary's.....	Sept. 16.....	11	a. m.	.....	.....	14	All day for wind.
St. Mary's.....	Sept. 17.....	6	a. m.	1	p. m.	3	At Nemaha for wind.
Nemaha.....	Sept. 17.....	4	p. m.	7	p. m.	.....
Below Nemaha.....	Sept. 18.....	5	a. m.	5. 30	p. m.	.....	Over night at St. Joseph.
St. Joseph.....	Sept. 19.....	5	a. m.	7	p. m.	.....	Night at wood yard, below Liberty.
Below Liberty.....	Sept. 20.....	5	a. m.	7	p. m.	.....	Night at Slaughter House island.
Slaughter House Island.....	Sept. 21.....	8	a. m.	8	p. m.	3	By foggy morning.
Pinkney.....	Sept. 22.....	8	a. m.	1. 30	p. m.	.....
St. Charles.....	Sept. 22.....	10. 30	p. m.	5. 30	p. m.	.....	Arrived at St. Louis.

LIST OF OBSTRUCTIONS.

Partial list of snags and wrecks in the lower section of the Missouri river, beginning at Fort Randall, Dakota Territory.

Place.	Shore.	No.	Remarks.
Fort Randall.....			
To Tower Butte.....	Left.....	6	
To Yanceton agency.....		20	
To Nioborn.....	Right.....	13	
Bend below Nioborn.....	Left.....	5	
Bend above Bonhomme.....	Right.....	8	Cutting into timber.
To Yanceton.....	Right.....	15	Timbered along Bonhomme island.
First bend below Yanceton.....	Left.....	25	Snag cluster troublesome, cutting into timber.
To Dakota river.....	Left.....	11	Cutting on left into timber.
To Bow river.....	Left.....	19	Cutting on left into timber.
To Tide creek.....	Left.....	30	Cutting on left into timber.
To Vermillion.....	Right.....	6	Cutting into timber.
Vermillion bend.....	Left.....	13	Cutting into timber.
First bend below Vermillion bend.....	Right.....	4	
Second bend below Vermillion bend.....	Left.....	15	Cutting timbered bank.
Deer Fort bend.....	Right.....	3	
First bend below Deer Fort bend.....	Left.....	21	Cutting timbered bank.
To Ponka.....		10	
First bend below Ponka.....	Right.....	6	
Second bend below Ponka.....	Left.....	15	Cutting timbered bank.
Third bend below Ponka.....	Right.....	8	Cutting timbered bank.
Fourth bend below Ponka.....	Left.....	5	Cutting timbered bank.
Fifth bend below Ponka.....	Right.....	12	Cutting timbered bank.
Sioux City cut-off.....	Right.....	18	
Sioux City.....	Left.....	3	
Below Floyd river.....	Right.....	5	Cluster.
Head of Willow bar.....	Right.....	8	Cluster.
Foot of Willow bar.....	Right.....	6	Cluster.
Head of first bend.....	Right.....	15	Cluster in narrow channel very troublesome.
Second head of first bend.....	Channel.....	6	Channel unnatural and shifting.
Island, third head of first bend.....	Right.....	7	Cutting timbered banks.
Island, fifth head of first bend.....	Right.....	9	Blackbird hills cutting timbered banks
Island, sixth head of first bend.....	Left.....	10	Cutting into timber.
Island, seventh head of first bend.....	Right.....	5	Cutting to timber on left.
Island, eighth head of first bend.....	Left.....	3	Cutting to timber on left.
Island, ninth head of first bend.....	Right.....	12	Cutting to timber on left.
Tenth head of first bend.....	Left.....		Cutting into prairie.
Eleventh head of first bend.....	Right.....	9	In upper part of bend timbered.
Twelfth head of first bend.....	Left.....	21	Close cluster across channel; sunken steamer.
Thirteenth head of first bend.....	Right.....	6	Upper half of bend.
Fourteenth head of first bend.....	Left.....	25	Close cluster across channel; Mariner sunk.
Fifteenth head of first bend.....	Right.....		Cutting into prairie.
Above Little Sioux river.....	Left.....	10	Cutting into timber.
Above Little Sioux river.....	Right.....	15	Cutting into timber.
Below Little Sioux river.....	Left.....	13	Cutting into timber.
Below first bend.....	Right.....	12	Cutting into timber.
Below second bend.....	Left.....	10	Cutting into timber.
Below third bend.....	Right.....	7	Cutting into prairie and willows.
Below fourth bend.....	Left.....	23	Cutting into timber, bad place.
Bend above cut-off.....	Right.....	2	Cutting into willows.
Cut-off.....	Left.....	9	Cutting into willows and timber.
Below cut-off.....	Left.....	10	Will be entirely changed next year.
Bend above De Soto.....	Left.....	10	Cutting into timber very rapidly, 600 feet in two months.

List of obstructions, &c.—Continued.

Place.	Shore.	No.	Remarks.
De Soto bend.....	Right.....	2	
Bend below De Soto bend	Right.....	10	Cutting into timber cluster.
Fort Calhoun	Right.....	1	Cutting into timber cluster.
To Florence.....			
Bend below Florence.....	Left.....	4	
Bend above Omaha.....	Right.....		
First bend below Omaha.....	Left.....	3	
Second bend below Omaha.....	Right.....		
Third bend below Omaha.....	Left.....	8	
To St. Mary's cut-off.....		12	
Below St. Mary's cut-off.....	Right.....	7	
To Plattsmouth.....		16	
To Hillsbon landing.....		5	
Egypt wood yard.....	Left.....	4	
Kingston landing.....	Left.....	8	
Melville landing.....	Left.....	3	
Above Jones's Point.....	Right.....	2	
Below Jones's Point.....	Right.....	4	
Point below Jones's crossing.....	Right.....	30	Ought to be removed.
Above Wyoming.....	Right.....	40	Great number large.
Below Wyoming.....	Left.....	10	
Next bend below.....	Right.....	30	H. S. Turner sunk by one.
Bend above Nebraska City.....	Left.....	23	Mostly large.
First bend below Nebraska.....		30	Channel cutting into woods.
First bend below Sidney landing.....		6	
Above cut-off.....	Right.....	5	
Above Kansas bend.....	Left.....	30	
Cut-off above Peru.....		6	
Peru bend.....		2	One head of bar, one above Tow head.
Brownsville.....		6	
Nemaha bend.....		6	Number in bank.
Opposite mouth of Nemaha.....		16	
Below mouth of Nemaha.....			Two breaks.
Below St. Stephen's.....	Left.....	5	
Above Rulo.....		4	Timbered bank.
Rulo bend.....		20	Old mouth of Nemaha.
Big Tarkio bend.....		10	
Below Big Tarkio bend.....		12	Across river.
Bend below Nemaha.....	Left.....	20	Chain between bar and sand point.
Forrest City landing.....		25	Timbered banks.
Iowa Point.....		8	
Below Iowa Point.....		3	
Above Lafayette.....	Left.....	11	
Crossing below Lafayette.....	Left.....	10	
Charleston bend.....	Right.....	7	
Arizona bend below.....	Right.....	13	
Arizona bend below.....	Left.....	8	
Arizona bend below.....	Right.....	6	No timber.
Next bend below.....	Right.....	9	Timbered.
Above St. Joseph.....	Left.....	15	
St. Joseph.....	Right.....	15	
St Joseph.....		20	
To Alans.....		27	Little timber.
Alans bend.....	Right.....	2	
Below St. Joseph.....	Left.....	17	
Below Alans.....	Right.....	6	
Below St. Joseph.....	Left.....	30	Smith's bend.
Dauphin's bend.....		6	
Dauphin's bend.....	Left.....	24	Partly timbered.
Below Atchison.....	Left.....	7	
Bend below Atchison.....		6	Cutting into timber.
Second bend below Atchison.....	Left.....	3	

List of obstructions, &c.—Continued.

Place.	Shore.	No.	Remarks.
Kicapoo		5	
Weston		10	
Fort Leavenworth	Right	16	
Above Parkville	Right	18	
Quindaro	Right	10	
Above Wyandotte	Left	16	
Wyandotte bend	Right	3	Cutting away 100 yards in last four months.
Kansas City	Left	6	
Kansas City, below	Right	14	
Kansas City, below	Left	13	
Wayne City	Left	6	
Wayne City crossing		5	
Below Liberty landing	Left	10	
Below Liberty landing	Left	24	
Above Missouri City	Right	8	
Below Missouri City	Left	11	
Below Missouri City	Right	16	
Below Missouri City	Left	15	
Liberty bend	Right	10	
Napoleon	Right	5	
Below Napoleon	Left	20	Bend full of breaks.
Below Camden	Right	15	
Below Camden	Left	1	
Wellington	Right	12	
Momag's bend	Right	10	Timber.
Momag's bend	Right	20	
Momag's bend	Right	8	
Bend above Cambridge	Left	30	
Cambridge bend	Right	17	
Large island	Left	10	Wreck snagged.
Large island	Left	15	
Solina City bend	Right	11	Little Arrow Rock.
Lisbon	Left	8	
Arrow Rock	Right	10	Channel full of snags.
Franklin bend island	Left	40	
Franklin bend island	Right	1	
White's Point	Left	11	
Diana bend	Right	13	
Rockport bluff	Left	2	
Terrapin island		1	
Opposite Mount Vernon	Left	17	
Ploughboy bend	Right	8	
Providence bend		6	
Right shore bend	Right	11	
Providence bend	Left	6	
Sandy Hook	Right	30	
Below Sandy Hook		5	
Marion	Right	5	
Marion bend island		8	
Plaisville		20	
Jefferson City, above	Left	3	
Opposite Jefferson City	Left	3	
Jefferson City bend	Right	4	
Jefferson City, opposite island	Left	13	
Jefferson City, opposite island	Right	10	
Below Osage chute	Right	10	
St. Aubert island			Wreck of Robert Emmett.
Albert bend	Left	25	Wreck of Mollie Dozier in channel.
Portland bend	Left	1	Wreck of Lonora and Lancaster.
To Blufftown	Right	26	
Gasconade island	Right	18	Worst place in Iowa river; channel shifts from right to left of island.

List of obstructions, &c.—Continued.

Place.	Shore.	No.	Remarks.
To McGurk's island, mouth Gasconade river		9	
Below Herman	Right	1	
Brush island	Left	25	Rack heap.
Below Brush island			Large cluster across channel.
Chute above Pinkney		15	
Chute below Pinkney	Left	18	
Below Miller's landing	Right	10	
Emily bend		4	
Pohlman's landing	Left	3	
Below Pohlman's landing	Right	4	
Head of St. John's island		35	Full of snags and rack heaps.
Above Washington City	Left	40	Opposite St. John's island.
Above Augusta	Right	15	
Augusta bend	Right		Snaggy and shifting wrecks of Parker and Eaton.
Murdock's Point	Right	7	Rack heaps.
Murdock's Point	Right	7	
Above Towhead	Left	12	
Goodwin coal banks	Right	15	
Lexington	Left	3	
Lexington	Right	8	
Lexington island	Right	19	
Below Shanghai	Left	18	
Below Shanghai	Left	14	
Above Waverly	Right	1	
Below Waverly	Right	7	
Opposite Crane	Right	5	
Below Crane	Left	8	
Malta bend	Right	13	
Below Malta bend	Left	15	
Below Malta bend	Right	20	
Kietsaw	Left	19	
Miami, above	Right	24	Timbered bank.
Miami, below	Right	3	Timbered bank.
Magenta bend	Left	30	Magenta sunk, 1863.
Brunswick	Right	9	
Brunswick above Grand river		40	
Brunswick below Brunswick	Right	52	
Below Brunswick	Left	1	
Buckhorn Point	Right	8	
Along bend	Right	17	
Bowling Green bend	Left	30	Heavy timber.
White Hall landing		9	
Momag's bend	Right	15	
Pert Royal			Shaft of steamer Amaranth.
Dozier	Left	13	Cutting fast.
Dozier crossing		4	
Below Bonhomme island		2	
Howard's bend		15	
Howard's bend	Right	15	
Foot of St. Charles's island		8	
St. Charles	Right	12	
St. Charles's bend		13	
Chabonier island		8	Right chute.
Chabonier island		10	Left chute.
To Corcomas Point		2	
Pelican island	Right	12	
Brick House bend			Said to be bad.
Bell Fountain bluff		3	
Green island	Left	9	
Green island	Right	25	

GAUGE RECORDS.

Stage of the Missouri river from the 12th of July, 1867, to the 22d of September, 1867, from partial records kept during the second trip of the steamer Miner from Sioux City and return to St. Louis, Missouri.

Date.				Hours observed.	Rise.	Fall.	Estimate change to next station.		
							Running hours.	Rise.	Fall.
From--		To--							
1867.	Hours.	1867.	Hours.		Feet.	Feet.		Feet.	Feet.
July 12...	12 p. m.	July 13...	3 a. m.	3	.04	.....	19	.25	.....
13...	10 p. m.	14...	3 a. m.	5	.....	.05	21	.....	.21
14...	12 p. m.	15...	4 a. m.	4	.....	.04	16	.....	.16
15...	8 p. m.	16...	3 a. m.	7	.....	.07	18	.....	.18
16...	9 p. m.	17...	4 a. m.	7	.....	.08	17	.....	.20
17...	9 p. m.	18...	4 a. m.	7	.....	.08	9	.....	.10
18...	1 p. m.	19...	4 a. m.	15	.....	.16	8	.....	.08
19...	12 m.	25...	12 m.	24	.....	.25	9	.....	.08
20...	9 p. m.	21...	4 a. m.	7	.....	.06	14	.....	.12
21...	6 p. m.	22...	5 a. m.	11	.....	.09	13	.....	.10
22...	6 p. m.	23...	4 a. m.	10	.....	.09	14	.....	.12
23...	6 p. m.	24...	4 a. m.	10	.....	.08	14	.....	.11
24...	6 p. m.	25...	4 a. m.	10	.....	.08	12	.....	.10
25...	4 p. m.	26...	3.30 a. m.	11½	.....	.07	14½	.....	.08
26...	6 p. m.	27...	7 a. m.	13	.04	.....	2	.01	.....
27...	9 p. m.	28...	4 a. m.	19	.06	.....	15	.05	.....
28...	7 p. m.	29...	3.30 a. m.	8½	.06	.....	14½	.12	.....
29...	6 p. m.	30...	3.30 a. m.	9½	.....	.02	17½	.....	.04
30...	9 a. m.	31...	3.30 a. m.	18½	.....	.06	17½	.....	.07
Aug. 1...	9 p. m.	Aug. 1...	3.30 a. m.	6½	.....	.03	17½	.....	.09
2...	9 p. m.	2...	4 a. m.	7	.....	.03	11	.....	.05
3...	3 p. m.	3...	3.30 a. m.	12½	.....	.06	14	.....	.08
4...	5.40 p. m.	4...	8.30 a. m.	15	.....	.07	11½	.....	.06
5...	8 p. m.	5...	4 a. m.	8	.....	.04	16	.....	.08
6...	8 p. m.	6...	6.30 a. m.	10½	.....	.05	9½	.....	.04
7...	4 p. m.	7...	4 a. m.	12	.....	.05	15	.....	.06
8...	7 p. m.	8...	4 a. m.	9	.....	.04	15	.....	.06
9...	7 p. m.	9...	4 a. m.	9	.....	.04	17	.....	.08
10...	9 p. m.	10...	4 a. m.	7	.....	.03	16½	.....	.07
11...	8.30 p. m.	11...	4 a. m.	7½	.....	.03	17	.....	.07
12...	9 p. m.	12...	4.30 a. m.	7½	.....	.03	15½	.....	.07
13...	8 p. m.	13...	4.30 a. m.	8½	.....	.04	12½	.....	.06
14...	5 p. m.	14...	6 a. m.	13	.....	.08	9	.....	.06
15...	3 p. m.	15...	7 a. m.	16	.....	.10	12	.....	.08
16...	7 p. m.	16...	5 a. m.	10	.....	.08	3	.....	.02
17...	8 p. m.	16...	7 p. m.	11	.....	.09	1	.....	.01
18...	8 p. m.	17...	4 a. m.	8	.....	.06	3	.....	.02
19...	7 a. m.	17...	12 m.	5	.....	.04	1	.....	.01
20...	1 p. m.	18...	10 a. m.	21	.....	.20	3	.....	.03
21...	1 p. m.	20...	7 a. m.	42	.....	.35	13	.....	.12
22...	8 p. m.	21...	4 a. m.	8	.....	.05	12½	.....	.07
23...	4.30 p. m.	22...	4 a. m.	11½	.....	.05	8	.....	.03
24...	12 m.	23...	4 a. m.	16	.....	.04	3	.....	.01
25...	7 a. m.	24...	4 a. m.	21	.....	.06	14	.....	.04
26...	6 p. m.	25...	5 a. m.	11	.....	.03	11½	.....	.03
27...	4.30 p. m.	26...	5 a. m.	12½	.....	.03	11½	.....	.03
28...	4.30 p. m.	27...	5 a. m.	12½	.....	.04	13½	.....	.04
29...	6.30 p. m.	28...	8 a. m.	13½	.....	.06	13	.....	.07
30...	9 p. m.	29...	4 a. m.	7	.....	.03	12	.....	.05
31...	8 p. m.	30...	4 a. m.	8	.....	.03	8	.....	.03
Sept. 1...	12 p. m.	31...	4 a. m.	16	.....	.05	12	.....	.04
2...	4 p. m.	Sept. 1...	5 a. m.	13	.....	.04	14	.....	.04

Stage of the Missouri river, &c.—Continued.

Date.				Hours observed.	Rise.	Fall.	Estimate change to next station.		
							Running hours.	Rise.	Fall.
From—	To—								
1867.	Hours.	1867.	Hours.		Feet.	Feet.		Feet.	Feet.
Sept. 1...	7 p. m.	Sept. 2....	5 a. m.	10	.....	.03	11	.....	.03
2....	4 p. m.	3....	5 a. m.	13	.....	.05	14	.....	.06
3....	7 p. m.	4....	5 a. m.	10	.....	.04	14	.....	.05
4....	7 p. m.	5....	5 a. m.	10	.....	.03	14	.....	.04
5....	7 p. m.	6....	9 a. m.	14	.....	.08	10	.....	.08
6....	7 p. m.	8....	5 a. m.	10	.....	.07	4	.....	.03
8....	9 a. m.	8....	4 p. m.	7	.....	.05	5	.....	.04
8....	9 p. m.	9....	5 a. m.	8	.....	.05	14	.....	.07
9....	7 p. m.	10....	7 a. m.	12	.....	.01	13	.....	.12
10....	8 p. m.	11....	5 a. m.	9	.....	.10	15	.....	.18
11....	8 p. m.	12....	6 a. m.	10	.....	.11	13	.....	.12
12....	7 p. m.	13....	5 a. m.	10	.....	.08	15	.....	.11
13....	8 p. m.	14....	11 a. m.	15	.....	.10	2	.....	.02
14....	1 p. m.	15....	6 a. m.	17	.....	.15	0	.....	.00
15....	6 a. m.	16....	6 a. m.	24	.....	.26	0	.....	.00
16....	6 a. m.	17....	6 a. m.	24	.....	.22	13	.....	.12
17....	7 p. m.	18....	5 a. m.	10	.....	.08	12½	.....	.10
18....	5.30 p. m.	19....	5 a. m.	11½	.....	.10	14	.....	.12
19....	7 p. m.	20....	5 a. m.	10	.....	.08	14	.....	.11
20....	7 p. m.	21....	8 a. m.	13	.....	.08	12	.....	.07
21....	8 p. m.	22....	8 a. m.	12	.....	.08	9½	.....	.06
22....	5.30 p. m.	23....	5 a. m.	11½	.....	.08	.....	.....	.....

TIME OF TRIP.

	Hours.
From St. Louis to Sioux City.....	212
From Sioux City to Dauphin rapids and return to St. Louis	1,698
Total, round trip	1,910

RUNNING TIME.

	Hours.
From Sioux City to Dauphin's and return to St. Louis.....	850
Delays from Sioux City to Dauphin's and return to St. Louis	848

FALL OF RIVER.

	Feet.
From 12th of July to 23d of September, record of trip.....	9.73
From 12th of July to 23d of September, St. Louis record.....	18.48
From 14th of August to 31st of August, record of trip.....	1.60
From 14th of August to 31st of August, Fort Rice record.....	2.54
From 14th of August to 31st of August, St. Louis record.....	4.39
From 1st of July to 30th of September, St. Louis record.....	16.27

Rise and fall of the Missouri river at Fort Rice, Dakota Territory, from August 14, 1867, to August 31, 1867, recorded by First Lieutenant W. H. Reedy, 22d infantry, and acting assistant quartermaster.

Date.	Time.	Rise.	Fall.
August 14, 1867.....	Night.....		.08
15, 1867.....	do.....		.12
16, 1867.....	Day.....		.08
16, 1867.....	Night.....		.12
17, 1867.....	Day.....		.12
17, 1867.....	Night.....		.12
18, 1867.....	Day.....	.08	
18, 1867.....	Night.....		.06
19, 1867.....	Day.....		.06
20, 1867.....	Night.....		.08
21, 1867.....	Day.....		.00
21, 1867.....	Night.....		.12
22, 1867.....	Day.....		.00
22, 1867.....	Night.....		.00
23, 1867.....	Day.....		.12
23, 1867.....	Night.....		.12
24, 1867.....	Day.....		.08
24, 1867.....	Night.....		.08
25, 1867.....	Day.....		.16
25, 1867.....	Night.....		.16
26, 1867.....	Day.....		.08
26, 1867.....	Night.....		.12
27, 1867.....	Day.....		.08
27, 1867.....	Night.....		.08
28, 1867.....	Day and night.....		.17
29, 1867.....	do.....		1.09
30, 1867.....	do.....		.16
31, 1867.....	do.....		.00

Stage of the Mississippi river at St. Louis, Missouri, during the months of July, August, and September, 1867, from the official records of the engineer of the city of St. Louis.

Date.	Above low water of 1863.	Below high water of 1864.	Below city directrix.	Rise.	Fall.
			<i>Fect.</i>	<i>Fect.</i>	<i>Fect.</i>
July 1, 1867.....	24.52	16.87	9.29	0.48	
2, 1867.....	24.64	16.75	9.17	.12	
3, 1867.....	24.73	16.66	9.08	.09	
4, 1867.....					
5, 1867.....	25.42	15.97	8.39	.69	
6, 1867.....	25.89	15.50	7.92	.47	
7, 1867.....					
8, 1867.....	26.39	15.00	7.42	.50	
9, 1867.....	26.81	14.58	7.00	.42	
10, 1867.....	26.71	14.64	7.10		0.10
11, 1867.....	26.75	14.64	7.06	.04	
12, 1867.....	26.29	15.10	7.52		0.46
13, 1867.....	26.25	15.14	7.56		.04
14, 1867.....					
15, 1867.....	25.93	15.46	7.88		.32
16, 1867.....	25.89	15.50	7.92		0.4
17, 1867.....	26.39	15.00	7.42	.50	
18, 1867.....	26.66	14.73	7.15	.27	
19, 1867.....	26.27	15.12	7.54		.39

Stage of the Mississippi river at St. Louis, Missouri, &c.—Continued.

Date.		Above low water of 1863	Below high water of 1864.	Below city directrix.	Rise.	Fall.
				<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>
July	20, 1867.....	25.31	16.08	8.50		.96
	21, 1867.....					
	22, 1867.....	24.31	17.08	9.50		1.00
	23, 1867.....	23.64	17.75	10.17		.67
	24, 1867.....	23.14	18.25	10.67		.50
	25, 1867.....	22.48	18.91	11.33		.66
	26, 1867.....	22.21	19.18	11.60		.27
	27, 1867.....	21.02	20.37	12.79		.19
	28, 1867.....					
	29, 1867.....	21.10	20.29	12.71	.08	
	30, 1867.....	20.21	21.18	13.60		.89
	31, 1867.....					
August	1, 1867.....	19.94	21.45	13.87		.27
	2, 1867.....	19.75	21.64	14.06		.19
	3, 1867.....	19.44	21.95	14.37		.31
	4, 1867.....					
	5, 1867.....	19.00	22.39	14.81		.44
	6, 1867.....	18.50	22.89	15.31		.50
	7, 1867.....	18.04	23.35	15.77		.46
	8, 1867.....	17.54	23.85	16.27		.50
	9, 1867.....	17.50	23.89	16.31		.04
	10, 1867.....	17.31	24.08	16.50		.19
	11, 1867.....					
	12, 1867.....	17.00	24.39	16.81		.31
	13, 1867.....	16.92	24.47	16.89		.08
	14, 1867.....	16.87	24.52	16.94		.05
	15, 1867.....	16.71	24.63	17.10		.16
	16, 1867.....	16.61	24.78	17.20		.10
	17, 1867.....	16.39	25.00	17.42		0.22
	18, 1867.....					
	19, 1867.....	15.79	25.60	18.02		.60
	20, 1867.....	15.54	25.85	18.27		.25
	21, 1867.....	15.31	26.08	18.50		.23
	22, 1867.....	14.96	26.43	18.85		.35
	23, 1867.....	14.58	26.81	19.23		.38
	24, 1867.....	14.23	27.16	19.58		.35
	25, 1867.....					
	26, 1867.....	13.71	27.68	20.10		.52
	27, 1867.....	13.39	28.00	20.42		.32
	28, 1867.....	13.25	28.14	20.56		.14
	29, 1867.....	13.04	28.35	20.77		.21
	30, 1867.....	12.69	28.70	21.12		.35
	31, 1867.....	12.48	28.91	21.33		.21
September	1, 1867.....					
	2, 1867.....	12.44	28.95	21.37		.04
	3, 1867.....	12.27	29.12	21.54		.17
	4, 1867.....	12.00	29.39	21.81		.27
	5, 1867.....	11.67	29.72	22.14		.33
	6, 1867.....	11.35	30.04	22.46		.32
	7, 1867.....	11.02	30.37	22.79		.33
	8, 1867.....					
	9, 1867.....	10.73	30.66	23.08		.29
	10, 1867.....	10.56	30.83	23.25		.17
	11, 1867.....	10.33	31.06	23.48		.23
	12, 1867.....	10.08	31.31	23.73		.25
	13, 1867.....	9.85	31.54	23.96		.23
	14, 1867.....	9.56	31.83	23.25		.29
	15, 1867.....					
	16, 1867.....	9.00	32.39	24.81		.56
	17, 1867.....	8.77	32.62	25.04		.23
	18, 1867.....	8.56	32.83	25.25		.21

Stage of the Mississippi river at St Louis, Missouri, &c.—Continued.

Date.	Above low water of 1863.	Below high water of 1864.	Below city directrix.	Rise.	Fall.
			<i>Feet.</i>	<i>Feet.</i>	<i>Feet.</i>
September 19, 1867.....	8.39	33.00	25.42	.....	.17
20, 1867.....	8.23	33.16	25.58	.....	.16
21, 1867.....	8.06	33.33	25.75	.....	.17
22, 1867.....	.....	.....	.....	.....	.....
23, 1867.....	7.81	33.58	26.00	.....	.25
24, 1867.....	7.77	33.62	26.04	.....	.04
25, 1867.....	.....	.....	.....	.....	.....
26, 1867.....	.....	.....	.....	.....	.....
27, 1867.....	7.73	33.66	26.08	.....	.04
28, 1867.....	8.50	32.89	25.31	.77	.....
29, 1867.....	.....	.....	.....	.....	.....
30, 1867.....	8.25	33.14	25.56	.....	.25

COMMERCIAL STATISTICS.

Arrivals and departures of steamers at St. Louis to and from Missouri river.

Arrived.	Number.	Departed.	Number.
January.....	.....	January.....	.....
February.....	2	February.....	5
March.....	12	March.....	29
April.....	35	April.....	56
May.....	28	May.....	59
June.....	44	June.....	31
July.....	46	July.....	32
August.....	40	August.....	41
September.....	33	September.....	33
Total.....	240	Total.....	286

Partial list of accidents to the Missouri river fleet for the season of 1867.

Steamer.	Accidents.
David Watts.....	Struck a heavy log and returned to St. Louis for repairs.
J. H. Trover.....	Grounded at Point An Poche, and proved a total loss; cargo saved.
Nora.....	Sunk near De Sota; boat and cargo lost.
Deer Lodge.....	On second trip broke her shaft near Decatur and returned to St. Louis.
Amaranth.....	Broke her shaft at De Sota and returned to St. Louis.
Last Chance.....	Met with accident at Little Sioux, and returned to St. Louis.
H. S. Turner.....	Sunk by snag below Wyoming.
Amelia Poe.....	Snagged and sunk at Gasconade island.
Unknown.....	Wrecked in Peru cut-off.
Imperial.....	On her return caught by low water at Milk river, and will probably be lost; arrived at St. Joseph, Missouri, safe.
Waverly.....	Snagged and sunk in Bowling Green Bend, Nov. 24, 1867; total loss.
Viola Belle.....	Sunk at Lisbon Landing, November 26, 1867.
Zephyr.....	Last reported aground near Milk river.

Statement of steamers that left St. Louis for Fort Benton and the upper Missouri, with the date of arrival at destination, with tons of freight taken up, and date of return to St. Louis.

Boat.	Left St. Louis.	Arrived at—	Date.	Tons freight.	Returned.
	1867.		1867.		1867.
Amelia Poe	March 28	Fort Benton	June 9	183	June 25.
Only Chance	28	do	1	185	16.
Ben. Johnson	29	do	14	265	July 4.
Yancton	30	do	11	210	June 30.
W. B. Dance	30	do	3	198	21.
Waverly	31	do	May 25	160	16.
Huntsville	31	do	June 14	190	
Miner	April 1	do	May 31	150	17.
Mountaineer	3	do	June 10	330	25.
Amaranth	4	do	30	225	July 18.
Deer Lodge	6	do	2	208	June 17.
Cora	6	do	3	210	16.
Antelope	9	do	July 3	270	
St. John's	10	do	June 11	129	June 25.
Guidon	11	do	20	225	Sept. 5.
Big Horn	12	do	July 8	218	
Benton	12	do	June 20	200	July 11.
Nymph, No. 2	12	do		150	
Nile	13	do	June 12	150	June 28.
J. H. Trover	13	Muscle Shell		200	Dismantled.
Abeona	16	Fort Benton	July 4	230	
Lilly	18	do	8	242	
Dora	18	do		150	
Ida Stockdale	18	do	June 18	250	
Gallatin	20	do		250	
Jennie Brown	20	do		125	
Carrie	20	Fort Buford	June 12	250	June 25.
Marcella	23	Fort Rice	5	300	16.
G. A. Thompson	23	Fort Benton	30	200	July 18.
Viola Belle	23	do	July 23	170	
Tacony	24	do	5	180	26.
Luella	25	do	8	129	
G. W. Graham	26	Fort Buford	June 26	300	8.
Agnes	27	Fort Benton	July 5	160	26.
Ned Tracy	27	Fort Berthold	June 21	400	1.
G. B. Allen	May 1	Fort Rice	7	400	June 16.
Little Rock	1	Fort Benton	July 14	165	
Cornelia	3	Fort Berthold	June 13	450	24.
Lady Grace	5	Fort Benton	July 11	234	
Lexington	7	Fort Sully	June 20	522	30.
Silver Lake, No. 4	7	Fort Benton	July 16	350	
Richmond	8	do	27	270	
Tom Stevens	11	do	10	100	
Octavia	11	do	June 20	190	July 8.
Ida Fulton	11	do	July 16	175	
Nora	14	do	Sunk		
Imperial	17	Cow Island	Aug. 11	225	
Evening Star	18	Fort Berthold	June 22	300	June 30.
Paragon	18	Fort Buford	July 1	400	July 10.
Dictator	22	Fort Sully	June 16	182	26.
Zephyr	23	Fort Benton		150	
Mary McDonald	25	Fort Berthold	June 28	452	July 7.
City of Pekin	25	Fort Union	July 5	295	
T. L. McGill	28	Fort Berthold	8	430	
Jennie Lewis	31	Fort Sully	June 19	400	June 25.
Centralia	June 12	Fort Hawley	Aug. 23	225	Sept. 27.
Last Chance	18			175	
Miner	29	Cow Island	Aug. 13	160	22.

Statement of departure and arrival of steamers, &c.—Continued.

Boat.	Left St. Louis.	Arrived at—	Date.	Tons freight.	Returned.
	1867.		1867.		1867.
Carrie	July 2	Fort Buford	Aug. 7	223	Sept. 16.
Huntsville	3	Fort Benton .....	.....	250
Mountain	3	Fort Berthold	Aug. 7	360	
Only Chance	4	Fort Benton	29	185	
Deer Lodge	29	Fort Buford	24	150	
St. John's	Aug. 9	Plum island	29	No fr't.	
Mary McDonald	10	Fort Berthold	Sept. 3	225	
Benton	29	.....	.....	200
Amaranth	Sept. 3	.....	.....	225
Lady Grace	3	Fort Berthold .....	.....	225
Amelia Poe	7	Fort Rice	180	
W. B. Dance	7	190	
Mountaineer	24	300	

Statement of shipments from St. Louis, Missouri, up the Missouri river, from January 1 to October 1, 1867.

Articles.	Quantity.	Articles.	Quantity.
Apples.....barrels..	862	Liquor.....boxes..	7,719
Ale and beer.....kegs..	1,252	Leather.....rolls..	1,447
Bacon.....casks..	766	Lumber.....feet..	16,380
Bacon.....packages..	15,556	Malt.....sacks..	2,068
Bran.....sacks..	311	Molasses.....barrels..	1,343
Barley.....sacks..	357	Molasses.....half barrels..	1,507
Beans.....sacks and barrels..	2,043	Molasses.....kegs..	5,359
Brooms.....bundles..	2,379	Nails.....kegs..	31,082
Butter.....packages..	551	Oats.....bushels..	141,627
Cement.....barrels..	5,289	Onions.....packages..	263
Coffee.....sacks..	10,211	Oil.....barrels..	4,643
Corn-meal.....barrels..	793	Paper.....bundles..	5,710
Crackers.....packages..	10,098	Potatoes.....sacks and barrels..	7,976
Cattle.....head..	62	Pork.....barrels..	1,412
Cheese.....boxes..	3,292	Pork.....packages..	827
Corn.....sacks..	33,155	Railroad iron.....bars..	18,149
Cotton yarn.....packages..	1,314	Rope.....coils..	2,385
Dry fruit.....sacks and barrels..	2,690	Salt.....sacks..	4,964
Flour.....barrels..	20,860	Salt.....barrels..	33,634
Gunnies.....bales..	925	Seed.....sacks and barrels..	1,720
Gunnies.....bundles..	2,007	Sugar.....hogsheads..	164
Groceries.....packages..	129,875	Sugar.....barrels..	12,184
Glassware.....do..	15,794	Sugar.....boxes..	592
Glass.....boxes..	8,761	Sugar.....bags..	12,945
Hay.....bales..	507	Shingles.....M..	8,495
Hair.....sacks..	1,852	Sundries.....packages..	388,000
Hardware.....packages..	45,718	Tobacco, (manu'd)..packages..	12,001
Iron.....tons..	1,324	Vinegar.....barrels..	2,237
Iron.....bundles..	8,266	Wheat.....sacks..	243
Iron.....pieces..	12,875	Whiskey.....barrels..	5,170
Lard.....packages..	1,419	White lead.....kegs..	3,787
Lime.....barrels..	607	Wine.....barrels..	267
Liquor.....barrels..	1,928	Wine.....boxes..	3,770

GEO. H. MORGAN,
Sec'y U. Mer. Ex., St. Louis, Missouri.

Statement of receipts at the port of St. Louis, from the Missouri river, from January 1 to October 1 1867.

Articles.	Quantity.	Articles.	Quantity.
Wheat..... bushels..	391,734	Bacon..... casks and boxes..	2,093
Corn..... do.....	325,060	Bacon..... packages..	10,551
Oats..... do.....	94,365	Apples..... barrels..	1,600
Rye..... do.....	8,068	Alcohol..... do.....	141
Barley..... do.....	7,460	Bran..... sacks..	975
Flour..... barrels..	2,870	Dried fruit..... do.....	898
Tobacco..... hogsheads..	7,711	Pork..... barrels..	235
Tobacco..... boxes..	1,743	Pork..... packages..	18,318
Hemp and tow..... bales..	21,477	Rags..... bales..	508
Lard..... packages..	1,742	Seeds..... sacks..	882
Lard..... kegs..	674	Tallow..... baies..	354
Furs..... packages..	3,272	Whiskey..... barrels..	133
Peltries..... do.....	1,379	Cattle..... head..	3,522
Wool..... bales and packages..	2,247	Hogs..... do.....	8,487
Hides..... number..	11,694	Sheep..... do.....	2,756
Hides..... bundles..	829	Sundries..... packages..	8,986
Grease..... barrels..	215		

GEO. H. MORGAN,
Sec'y U. Mer. Exchange.

List of government freight shipped up the Missouri river by Brevet Lieutenant Colonel C. W. Thomas, quartermaster United States army at St. Louis, Missouri.

Date.	Name of steamer.	Destination.	Pounds weight.	Horses.	Mules.	Ambulances.	Wagons.
March 25	Yellowstone.....	Fort Leavenworth...	189,120	.....	.....	.....	.....
29	Sam Gaty.....	Omaha.....	353,513	.....	.....	.....	.....
30	G. B. Allen.....	Fort Leavenworth...	38,593	.....	.....	.....	.....
April 3	Mary McDonald.....	Omaha.....	20,018	.....	.....	.....	.....
3	H. S. Turner.....	Fort Leavenworth...	4,097	.....	.....	.....	.....
4	Mary McDonald.....	do.....	200	.....	.....	.....	.....
10	War Eagle.....	Omaha.....	72,242	.....	.....	.....	.....
10	Yellowstone.....	Fort Leavenworth...	32,996	.....	.....	.....	.....
11	Jennie Lewis.....	Omaha.....	535,344	72	.....	.....	.....
10	St. John.....	Fort Sully.....	2,000	.....	.....	.....	.....
10	do.....	Fort Buford.....	220	.....	.....	.....	.....
10	do.....	Fort Benton.....	188,856	.....	.....	.....	2
10	do.....	Camp Cooke.....	57,844	.....	.....	.....	.....
12	Big Horn.....	Fort Benton.....	298,375	.....	.....	.....	2
12	do.....	Camp Cooke.....	28,440	.....	.....	.....	.....
13	H. S. Turner.....	do.....	18,293	.....	.....	.....	4
13	do.....	Fort Benton.....	384,873	.....	.....	.....	2
12	Benton.....	do.....	20,494	.....	.....	.....	2
12	do.....	Camp Cooke.....	297,536	.....	.....	.....	.....
10	Jennie Lewis.....	Omaha.....	123	.....	.....	.....	.....
13	Columbia.....	do.....	80,827	.....	.....	.....	.....
17	Abeona.....	Fort Benton.....	.....	.....	.....	1	.....

List of government freight shipped up the Missouri river, &c.—Continued.

Date.	Name of steamer.	Destination.	Pounds weight.	Horses.	Mules.	Ambulances.	Wagons.
April	17 Abeona	Camp Cooke	142,675	.....	.....	.....	6
	18 Ida Stockdale	Fort Buford	100,000	.....	.....	.....	.....
	18 G. B. Allen	Fort Leavenworth	22,628	.....	.....	.....	.....
	18 Lilly	Fort Benton	105,247	.....	33	.....	2
	18 do	Camp Cooke	186,742	.....	.....	.....	.....
	18 do	Fort Buford	39,569	.....	.....	.....	.....
	20 W. J. Lewis	Omaha	485,952	.....	.....	.....	.....
	20 do	Fort Leavenworth	4,440	.....	.....	.....	.....
	22 Carrie	Fort Buford	434,233	.....	.....	.....	.....
	20 Gallatin	Camp Cooke	24,085	.....	20	.....	.....
	22 G. A. Thompson	do	130,516	.....	.....	.....	10
	22 do	Fort Benton	70,338	.....	32	3	.....
	25 Marcella	Fort Randall	212,715	.....	.....	.....	.....
	25 do	Yucoton	86,899	.....	.....	.....	.....
	25 do	Omaha	16,900	.....	.....	.....	.....
	25 Luella	Camp Cooke	99,127	.....	.....	.....	.....
	25 do	Fort Buford	35,838	.....	.....	.....	.....
	20 Lilly	Fort Benton	48,510	.....	.....	.....	.....
	25 Silver Lake No. 4	Camp Cooke	82,100	.....	.....	.....	.....
	26 G. W. Graham	Fort Sully	549,047	.....	.....	.....	.....
	27 Ned Tracy	Fort Rice	241,642	.....	.....	.....	.....
	27 do	Fort Berthold	410,200	.....	78	.....	13
	27 Yellowstone	Fort Leavenworth	124,648	.....	.....	.....	.....
	27 Kate Kinney	Omaha	81,963	.....	.....	.....	.....
May	1 G. B. Allen	Fort Rice	750,368	.....	.....	.....	.....
	3 Glasgow	Fort Leavenworth	3,246	.....	.....	.....	.....
	4 War Eagle	do	64,000	.....	.....	.....	.....
	3 Cornelia	Fort Berthold	679,190	.....	.....	.....	.....
	4 Lady Grace	Fort Buford	161,660	.....	.....	.....	.....
	6 War Eagle	Omaha	372,976	.....	.....	.....	.....
	7 Sam Gaty	Fort Leavenworth	72,500	.....	.....	.....	.....
	7 Lexington	Fort Sully	616,899	.....	.....	.....	.....
	7 do	Fort Randall	64,249	.....	.....	.....	.....
	7 do	Yancton	361,617	.....	.....	.....	.....
	7 Silver Lake No. 4	Camp Cooke	324,037	.....	.....	.....	.....
	7 do	Fort Buford	29,880	.....	.....	.....	.....
	4 Lady Grace	Fort Benton	155,109	.....	.....	.....	.....
	6 War Eagle	Omaha	4,668	.....	.....	.....	.....
	8 Richmond	Fort Buford	65,668	.....	.....	.....	.....
	8 do	Camp Cooke	130,000	.....	.....	.....	.....
	8 do	Fort Benton	100,000	.....	.....	.....	.....
	8 H. S. Turner	Fort Leavenworth	142,976	.....	.....	.....	.....
	8 do	Omaha	8,087	.....	.....	.....	.....
	11 Yellowstone	Fort Leavenworth	274,093	.....	.....	.....	.....
	11 Ida Fulton	Fort Benton	82,065	.....	.....	.....	.....
	11 do	Camp Cooke	113,403	.....	.....	.....	.....
	12 Tom Stevens	do	5,008	.....	.....	.....	.....
	12 do	Fort Benton	148,708	.....	.....	.....	.....
	14 Nora	Fort Sully	4,992	.....	.....	.....	.....
	14 do	Fort Benton	175,000	.....	.....	.....	.....
	14 do	Fort Berthold	3,264	.....	.....	.....	.....
	14 do	Camp Cooke	134,349	.....	.....	.....	.....
	14 Imperial	Fort Berthold	4,476	.....	.....	.....	.....
	14 do	Fort Benton	234,685	.....	.....	.....	.....
	14 do	Fort Buford	8,692	.....	.....	.....	.....
	14 do	Camp Cooke	109,111	.....	.....	.....	.....
	18 Montana	Omaha	109,413	.....	.....	.....	.....
	18 Paragon	Fort Buford	309,982	.....	.....	.....	.....
	18 do	Fort Berthold	261,845	.....	.....	.....	.....

List of government freight shipped up the Missouri river, &c.—Continued.

Date.	Name of steamer.	Destination.	Pounds weight.	Horses.	Mules.	Ambulances.	Wagons.
May	18 Paragon	Fort Rice	108, 139	.....	.....	.....	.....
	18 do.	Fort Sully	119, 793	.....	.....	.....	.....
	18 Montana	Fort Leavenworth .....	.....	.....	.....	5	.....
	18 Evening Star	Fort Berthold	407, 270	.....	.....	.....	.....
	18 do.	Fort Rice	100, 643	.....	.....	.....	.....
	25 Zephyr	Camp Cooke	690	.....	.....	.....	.....
	22 Dictator	Fort Sully	377, 585	.....	.....	.....	.....
	23 Zephyr	Fort Benton	130, 000	.....	.....	.....	.....
	20 Glasgow	Omaha	59, 768	.....	.....	.....	.....
	24 Yellowstone	Fort Leavenworth	92, 026	.....	.....	.....	.....
	25 Mary McDonald	Fort Berthold	678, 888	.....	.....	.....	.....
	25 do.	Fort Rice	72, 050	.....	.....	.....	.....
	18 Montana	Omaha	1, 450	.....	.....	.....	.....
	25 City of Pekin	Fort Buford	553, 424	.....	.....	.....	.....
	25 Columbian	Omaha	214, 623	.....	.....	.....	.....
	25 T. L. McGill	Fort Sully	104, 487	.....	.....	.....	.....
	28 do.	Fort Berthold	730, 125	.....	.....	.....	.....
	28 H. S. Turner	Omaha	106, 069	.....	.....	.....	.....
	31 Jennie Lewis	Yancton	21, 938	.....	.....	.....	.....
	31 do.	Fort Randall	5, 176	.....	.....	.....	.....
	31 do.	Fort Sully	707, 839	.....	.....	.....	.....
	28 H. S. Turner	Omaha	600	.....	.....	.....	.....
June	1 W. J. Lewis	Fort Leavenworth	3, 112	.....	.....	.....	.....
	4 Stonewall	Omaha	307, 271	.....	.....	.....	.....
	4 do.	Fort Leavenworth	752	.....	.....	.....	.....
	7 Isabella	do.	18, 713	.....	.....	.....	.....
	6 War Eagle	Omaha	23, 080	.....	.....	.....	.....
	6 Montana	Fort Leavenworth	2, 464	.....	.....	.....	.....
	6 do.	Omaha	301, 954	.....	.....	.....	.....
	12 Glasgow	do.	291, 361	.....	.....	.....	.....
	12 W. J. Lewis	Fort Leavenworth	24, 862	.....	.....	.....	.....
	14 Columbian	Omaha	47, 076	.....	.....	.....	.....
	17 Last Chance	Fort Sully	5, 084	.....	.....	.....	.....
	17 do.	Fort Rice	104, 591	.....	.....	.....	.....
	17 do.	Fort Berthold	86, 554	.....	.....	.....	.....
	17 do.	Fort Buford	27, 885	.....	.....	.....	.....
	18 Kate Kinney	Omaha	257, 918	.....	.....	.....	.....
	19 Isabella	do.	171, 144	.....	.....	.....	.....
	22 Stonewall	do.	789, 933	.....	.....	.....	.....
	24 Deer Lodge	Camp Cooke	102, 644	.....	.....	.....	.....
	22 W. J. Lewis	Fort Leavenworth	8, 554	.....	.....	.....	.....
	24 Deer Lodge	Fort Benton	59, 735	.....	.....	.....	.....
July	25 Montana	Omaha	496, 339	.....	.....	.....	.....
	26 H. S. Turner	do.	435, 116	.....	.....	.....	.....
	26 do.	Fort Leavenworth	8, 681	.....	.....	.....	.....
	30 Cornelia	Omaha	170, 319	.....	.....	.....	.....
	3 Mountaineer	Fort Berthold	227, 605	.....	.....	.....	.....
	3 do.	Fort Rice	390, 097	.....	.....	.....	.....
	3 do.	Fort Sully	7, 656	.....	.....	2	.....
	3 do.	Fort Randall	7, 644	.....	.....	.....	.....
	3 do.	Yancton	25	.....	.....	.....	1
	2 Carrie	Fort Sully	83, 822	.....	.....	.....	.....
	2 do.	Fort Buford	400, 217	.....	.....	.....	.....
	4 Only Chance	Fort Sully	50, 340	.....	.....	.....	.....
	4 do.	Fort Rice	104, 450	.....	.....	.....	.....
	4 do.	Fort Buford	4, 340	.....	.....	.....	.....
	3 W. J. Lewis	Fort Leavenworth	137	.....	.....	.....	.....
	5 Kate Kinney	Omaha	14, 875	.....	.....	.....	.....
	6 Huntsville	Fort Benton	2	.....	.....	.....	.....
	6 do.	Fort Rice	97, 260	.....	.....	.....	.....
	6 do.	Fort Berthold	2	.....	.....	.....	.....

List of government freight shipped up the Missouri river, &c.—Continued.

Date.	Name of steamer.	Destination.	Pounds weight.	Horses.	Mules.	Ambulances.	Wagons.
July	6	Huntsville.....	Fort Sully.....	8			
	9	Columbian.....	Omaha.....	53,548			
	12	Stonewall.....	do.....	1,035			
	13	W. J. Lewis.....	Fort Leavenworth.....	107,127			
	16	H. S. Turner.....	do.....	1,710			
	16	do.....	Omaha.....	76,375			
	19	Glasgow.....	do.....	148,875			
	24	Kate Kinney.....	do.....	23,371			
	24	G. B. Allen.....	Fort Leavenworth.....	178,921			
	27	Columbian.....	Omaha.....	122,627			
	27	do.....	Fort Leavenworth.....	93,179			
	29	Deer Lodge.....	Fort Berthold.....	175,609			
	29	do.....	Fort Sully.....	13,380			
	29	do.....	Fort Rice.....	16,500			
	29	do.....	Yancton.....	7,636			
	31	H. S. Turner.....	Omaha.....	82,767			
	31	do.....	Fort Leavenworth.....	93,838			
August	1	Amaranth.....	Fort Rice.....	61,031			
	1	do.....	Fort Stevenson.....	251,600			
	8	Glasgow.....	Omaha.....		81		
	8	do.....	Fort Leavenworth.....	656	30		
	6	W. B. Dance.....	do.....	88,064			
	6	do.....	Omaha.....	909			
	10	Mary McDonald.....	Fort Rice.....	3,773			
	10	do.....	Fort Sully.....	2,848			
	10	do.....	Fort Stevenson.....	240,648	120		20
	12	Montana.....	Omaha.....	61,789			
	12	do.....	Fort Leavenworth.....	262,919	1		
	13	G. B. Allen.....	do.....	73,347			
	14	W. J. Lewis.....	do.....	282,276			
	16	Kate Kinney.....	Omaha.....	14,344			
	16	do.....	Fort Leavenworth.....	163,616			
	22	H. S. Turner.....	do.....	243,256			
	20	Columbian.....	do.....	165,041			
	20	do.....	Omaha.....	2,354			
	22	H. S. Turner.....	do.....	158,402			
	24	W. J. Lewis.....	Fort Leavenworth.....	233,750			
	24	Ben Johnson.....	Omaha.....	147,521			
	26	Glasgow.....	do.....	268,639			
	29	G. B. Allen.....	Fort Leavenworth.....	142,011			
	21	Octavia.....	Omaha.....	107,740			
	21	do.....	Fort Leavenworth.....		1		
September	2	Lady Grace.....	Fort Stevenson.....	160,848			
	2	do.....	Fort Sully.....	50,288			
	4	W. J. Lewis.....	Fort Leavenworth.....	24,735			
	4	Cornelia.....	Omaha.....	193,689			
	7	Amelia Poe.....	Fort Randall.....	8,053			
	7	do.....	Fort Sully.....	30,402			
	7	do.....	Fort Rice.....	235,527			
	13	Sam Gaty.....	Omaha.....	225,071			
	14	G. B. Allen.....	do.....	247,773			
	14	do.....	Fort Leavenworth.....	5,995			
	19	Mountaineer.....	Fort Randall.....	99,589			
	20	Antelope.....	Omaha.....	22,884		15	6
	20	do.....	Fort Leavenworth.....	41,259			
	20	Deer Lodge.....	Omaha.....	42,670			
	20	do.....	Fort Leavenworth.....	12,135			
	21	Mountaineer.....	Yancton.....	35			
	20	Ben Johnson.....	Fort Leavenworth.....	6,635	8		
		Total.....		27,914,077	82	394	26
							70

SIoux INDIAN RESERVATION.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

IN ANSWER TO

A resolution of the House of 22d ultimo, relative to the sale of the Sioux Indian reservation in Minnesota.

FEBRUARY 1, 1868.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 31, 1868.

SIR: Pursuant to the resolution of the House of Representatives of the 22d instant, calling upon the Secretary of the Interior for information concerning the sale of the Sioux Indian reservation, Minnesota, on the 2d ultimo, I have the honor to enclose herewith a copy of the report on the subject by the Commissioner of the General Land Office, under date of the 29th instant.

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
January 29, 1868.

SIR: I have the honor to acknowledge, by reference, the resolution from the House of Representatives calling for information relative to the public sale of land within the Sioux Indian reservation of Minnesota, and in reply to your request for a report, I state that there was sold 20,837.39 acres, at an average price of \$1 42 per acre; of this 670.53 acres was timber land, and sold at an average of \$2 78½ per acre, and 7,530.13 acres were filed for under the pre-emption laws prior to the sale, but the entries not perfected. The average price of this land was \$1 43 per acre.

The total number of *bona fide* settlers on the reservation prior to the sale was three hundred and twelve, of which number one hundred and thirty-nine filed affidavits of their inability to pay for their claims at the present time; the re

mainder had proved up prior to sale. Other declarations of settlements exist on the lands offered, but, as the claims were not perfected, and no affidavits of inability to pay were filed by the settlers, it is presumed they have been abandoned; hence are not included in this statement.

The value of improvements on the lands held by settlers cannot be stated, this office having no information on that point.

Returning the resolution, I am, sir, very respectfully, your obedient servant,

JOS. S. WILSON,
Commissioner.

Hon. O. H. BROWNING,
Secretary of the Interior.

CLAIM OF CHOCTAW NATION.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

RELATIVE TO

A claim by the Choctaw nation of Indians against the United States, growing out of treaty stipulations.

FEBRUARY 1, 1868.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., January 31, 1868.

SIR: Herewith I transmit a copy of a communication addressed by this department to the Hon. Thaddeus Stevens, chairman of the Committee on Appropriations of the House of Representatives, on the 5th day of February, 1867, relative to "a claim of the Choctaw nation of Indians against the United States, growing out of treaty stipulations," and most respectfully but earnestly invite the attention of Congress to a consideration of the subject.

If, upon examination of the matter by Congress, the United States shall be found to be justly indebted to the Indians, under existing treaty stipulations, it is hoped that an appropriation adequate to the payment of such indebtedness may be made.

The interests of the government and the Indians alike require that definite action shall be had in the premises.

Very respectfully, your obedient servant,

O. H. BROWNING,
Secretary.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., February 5, 1867.

SIR: I have the honor to invite the attention of the Committee on Appropriations to a claim of the Choctaw nation of Indians against the United States, growing out of treaty stipulations, and to the necessity of an appropriation to meet it.

By the eleventh article of the treaty, concluded at the city of Washington, on the 22d of June, 1855, between the United States and the Choctaw and

Chickasaw tribes of Indians, (Statutes at Large, vol. 11, p. 613,) it was stipulated and agreed as follows :

"The government of the United States, not being prepared to assent to the claim set up under the treaty of September the twenty-seventh, eighteen hundred and thirty, and so earnestly contended for by the Choctaws as a rule of settlement, but justly appreciating the sacrifices, faithful services, and general good conduct of the Choctaw people, and being desirous that their rights and claims against the United States shall receive a just, fair, and liberal consideration, it is therefore stipulated that the following questions be submitted for adjudication to the Senate of the United States :

"First. Whether the Choctaws are entitled to, or shall be allowed the proceeds of the sale of the lands ceded by them to the United States, by the treaty of September the twenty-seventh, eighteen hundred and thirty, deducting therefrom the cost of their survey and sale, and all just and proper expenditures and payments, under the provisions of said treaty ; and if so, what price per acre shall be allowed to the Choctaws for the lands remaining unsold, in order that a final settlement with them may be promptly effected. Or,

"Second. Whether the Choctaws shall be allowed a gross sum in further and full satisfaction of all their claims, national and individual, against the United States ; and if so, how much ?"

Pursuant to this treaty stipulation, the Senate, on the 9th of March, 1859, made their award in the form of a resolution in the following words, viz., (Senate Journal, 2d session 35th Congress, 1858-'59, p. 493 :)

"Whereas the eleventh article of the treaty of June 22, 1855, with the Choctaw and Chickasaw Indians, provides that the following questions be submitted for decision to the Senate of the United States: First, whether the Choctaws are entitled to or shall be allowed the proceeds of the sale of the lands ceded by them to the United States by the treaty of September 27, 1830, deducting therefrom the costs of their survey and sale, and all just and proper expenditures and payments, under the provisions of said treaty ; and if so, what price per acre shall be allowed to the Choctaws for the lands remaining unsold, in order that a final settlement with them may be promptly effected. Or, second, whether the Choctaws shall be allowed a gross sum, in further and full satisfaction of all their claims, national and individual, against the United States ; and if so, how much ?

"*Resolved*, That the Choctaws be allowed the proceeds of the sale of such lands as have been sold by the United States on the first day of January last, deducting therefrom the costs of their survey and sale, and all proper expenditures and payments under said treaty, excluding the reservations allowed and secured, and estimating the scrip issued in lieu of reservations at the rate of one dollar and twenty-five cents per acre ; and further, that they be also allowed twelve and a half cents per acre for the residue of said lands.

"*Resolved*, That the Secretary of the Interior cause an account to be stated with the Choctaws, showing what amount is due them according to the above prescribed principles of settlement, and report the same to Congress."

(See Report Senate, No. 374, 2d session 35th Congress, 1858-'59.)

In obedience to the direction contained in this resolution, the Secretary of the Interior caused an account to be stated, and found that, according to the principles of settlement prescribed by said resolution, there was due to the Choctaw nation the sum of \$2,981,247 30.

This account was transmitted to Congress on the 8th of May, 1860. In the Senate it was referred to the Committee on Indian Affairs, who revised the account and reduced the amount thus reported to be due the Choctaws to \$2,332,560 85. (Senate Doc. No. 283, 1st session 36th Congress, Senate Reports, vol. 2.)

Congress, by act of 2d March, 1861, (Statutes at Large, vol. 12, page 238.)

made an appropriation of \$500,000 on account of this claim, in the following form :

“For payment to the Choctaw nation or tribe of Indians, on account of their claim under the eleventh and twelfth articles of the treaty with said nation or tribe, made the twenty-second of June, eighteen hundred and fifty-five, the sum of five hundred thousand dollars ; two hundred and fifty thousand dollars of which sum shall be paid in money ; and for the residue the Secretary of the Treasury shall cause to be issued to the proper authorities of the nation or tribe, on their requisition, bonds of the United States, authorized by law at the present session of Congress : *Provided*, That in the future adjustment of the claim of the Choctaws, under the treaty aforesaid, the said sum shall be charged against the said Indians.”

Soon after this appropriation was made the sum of \$250,000 was paid the Indians in money, as directed, and the \$250,000 provided to be paid in bonds having been drawn from the treasury and used according to the direction contained in the sixth section of the act of March 3, 1865, (Statutes at Large, vol. 12, p. 563,) there is still due the Indians, under the award made by the Senate, the sum of \$1,832,560 85.

By treaty concluded with the Choctaws and Chickasaws on the 28th of April, 1866, it was stipulated and agreed as follows, viz , (Acts 1st session 39th Congress, pp. 90, 95 :) :

“ARTICLE 10. The United States reaffirms all obligations arising out of treaty stipulations or acts of legislation with regard to the Choctaw and Chickasaw nations entered into prior to the late rebellion, and in force at that time, not inconsistent herewith ; and further agrees to renew the payment of all annuities and other moneys accruing under such treaty stipulations and acts of legislation, from and after the close of the fiscal year ending on the thirtieth of June, in the year eighteen hundred and sixty-six.”

“ARTICLE 45. All the rights, privileges, and immunities heretofore possessed by said nations or individuals thereof, or to which they were entitled under the treaties and legislation heretofore made and had in connection with them, shall be, and are hereby, declared to be in full force, so far as they are consistent with the provisions of this treaty.”

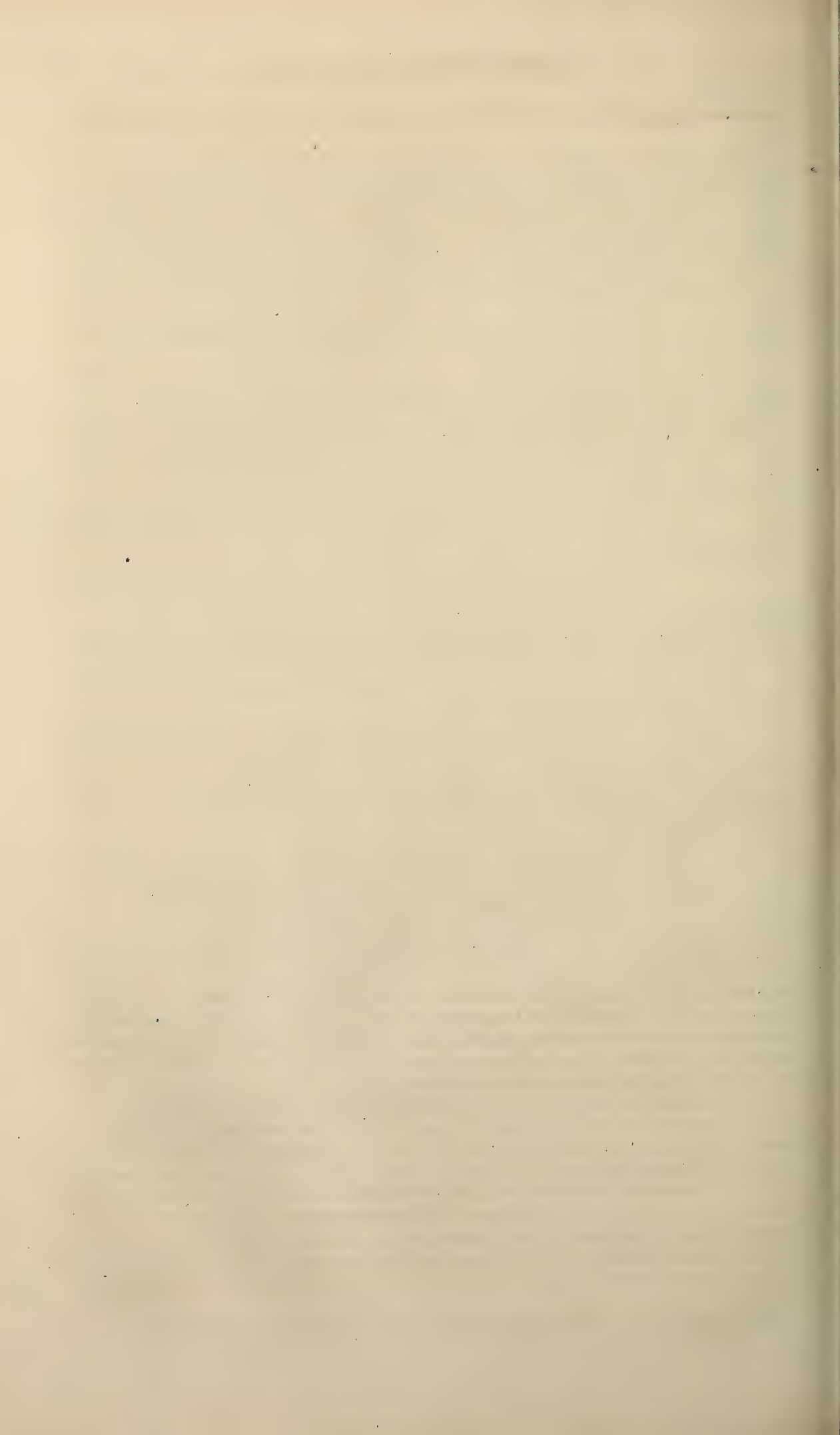
These Indians are represented as being in a very destitute and necessitous condition, and are urgent in their request for an appropriation of the balance of the amount awarded to them, but which remains unpaid. It is believed that it could not be made available to them at a more opportune occasion than at the present, as it would afford relief from their present sufferings and wants, and furnish them the means of repairing to a great extent the losses to which they have been subjected during the past few years.

The balance claimed by the Choctaw nation is clearly due them, and for the payment of which the faith of the government is solemnly pledged. I therefore recommend that the necessary appropriation be made to enable this department to pay the amount as soon as practicable, being satisfied that it will be of more value to them now than at any future period.

I have the honor to be, very respectfully, your obedient servant,

O. H. BROWNING,
Secretary of the Interior.

Hon. THADDEUS STEVENS,
*Chairman Committee on Appropriations,
House of Representatives.*



DISBURSEMENTS—CONTINGENT FUND OF THE STATE DEPARTMENT.

LETTER

FROM

THE SECRETARY OF STATE,

TRANSMITTING

*Statements of the expenditure of the contingent fund of the State Department,
in compliance with the act of August 26, 1842.*

FEBRUARY 3, 1868.—Referred to the Committee on Expenditures in the State Department and ordered to be printed.

DEPARTMENT OF STATE,

Washington, January 31, 1868.

SIR: The Secretary of State, in obedience to the twentieth section of the act entitled "An act legalizing and making appropriations for such necessary objects as have usually been included in the general appropriation bills without authority of law, and to fix and provide for certain incidental expenses of the departments and offices of the government, and for other purposes," approved August 26, 1842, and the act making appropriations for the civil and diplomatic expenses of the government for the year 1836, (section two,) has the honor to submit to Congress the accompanying statements, A, B, C, D, E, and F.

That marked A shows the manner in which the fund for the contingent expenses of the Department of State has been expended, so far as the disbursements have been made by the disbursing clerk of the department, during the fiscal year ending on the 30th June, 1867.

B.—A statement of the balances of same appropriations remaining in the treasury on the 30th June, 1867, and in the hands of the disbursing clerk.

C.—A precise analytical statement of all moneys disbursed by the disbursing clerk of this department during the fiscal year ending 30th June, 1867.

D.—A statement of disbursements from the fund for contingent expenses of foreign intercourse for the year ending on the 30th of November, 1867.

E.—A statement of the contingent expenses of all the missions abroad during the fiscal year ending 30th June, 1867, as stated by the Fifth Auditor.

F.—A statement of the contingent expenses of foreign intercourse during the fiscal year ending June 30, 1867, as stated by the Fifth Auditor.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon SCHUYLER COLFAX,

Speaker of the House of Representatives.

A.—Statement of the manner in which the fund of the contingent expenses of the Department of State has been expended, from July 1, 1866, to June 30, 1867, inclusive, including the publication and distribution of the laws.

To whom paid.	For what object.	Total.
H. McGraw	Extra watch	\$4 80
H. Richey	Repair of stoves, &c.	89 25
B. H. Clements	Painting, &c.	1,075 70
W. H. Dice	Cases, repairs, &c.	156 75
G. F. Wassmann	Repairs and locks.	148 75
James Williamson	Extra watch	12 80
Browne & Power	Gas fixtures, &c.	38 07
C. G. Ball	Repairing grates, &c.	88 00
Walter Godey	Ice	175 00
Charles H. Brown	Labor, &c.	60 00
L. L. Clements	Extra watch	22 40
John F. Green	Soap and candles	33 30
William Riley & Brother	Blankets	14 00
Gas Light Company	Gas	168 75
Levi Loomis	Extra watch	19 20
Mary Higgins	Straw	21 87
Otho Grant	Hay	35 85
U. S. Match Company	Matches	12 00
Joseph Harris	Wood-sawing, &c.	80 32
William R. Riley & Brother	Blankets	24 00
John Ogden	Furniture	16 00
Gas Light Company	Gas	271 08
H. Clay Stewart	Wood and coal	733 94
Ellen McCarthy	Towels, &c.	26 70
F. L. Moore	Wheelbarrows	17 50
Charles H. Brown	Washing, &c.	50 00
S. F. Savage	Hardware	86 85
Thomas Irwin	Horse	225 00
Robert Earl & Son	Livery	189 82
J. F. Green	Soap and candles	23 70
John J. Beall	Oats, corn, &c.	65 70
Walter Godey	Ice	162 50
J. Gibson	Hay	40 64
Samuel Lewis	Repairing clocks, &c.	114 50
J. McDermott & Brothers	Repairing wagons, &c.	151 25
Pay-roll	Salaries	1,490 23
James G. Nailor	Building, &c., &c.	9,589 00
W. H. Dice	Carpenter work	7,144 45
Washington City Orphan Asylum	Rent	7,500 00
A. F. Stewart & Co.	Carpets, &c.	9,444 06
John Meeks, jr	Furniture, &c.	820 00
Browne & Power	Gas-fitting, &c.	675 42
Thomas C. Cox	Disbursements, &c.	727 00
Pay-roll	Salaries	778 00
Espey & Bergdorf	Varnishing desks, &c.	1,149 00
Julius Viedt	do	250 00
F. A. Lutz, jr	Harness, &c.	327 62
Jones & Collins	Bricks, &c.	362 85
C. M. Chambers	Horse	335 00
Adams & Cone	Coupé, pole, shafts, &c.	1,450 00
Thomas Stackpole & Co.	White gravel	100 00
Hugh McGraw	Hiring wagons	48 00
Squire Millard	Extra watch, &c.	60 80
W. C. Hazel	Wagon hire	78 00
W. Pettibone	Services	42 00
G. M. Wright	Desks, &c.	465 00
James A. Sheehan	Signs	38 00
S. F. Savage	Hardware	21 75
Sundry freight bills	Freight	167 49
Joseph Reynolds	Glass globes	67 50

A.—Contingent expenses of the Department of State, &c.—Continued.

To whom paid.	For what object.	Total.
H. Richey	Stoves, repairs, &c.	\$361 13
L. F. Clark	Upholstering, &c.	1,698 11
Hugh McGinnis	Making gravel road, &c.	483 63
B. H. Clements	Painting, &c.	1,715 05
Charles G. Ball	Furnaces, stoves, &c.	1,651 91
Francis Lamb	Mirrors, pictures, &c.	560 59
J. W. Boteler & Brother	Crockery, &c.	791 55
Browne & Power	Plumbing	246 81
R. P. Burford	Express wagon	290 00
Joseph Harris	Sawing wood, &c.	58 78
John Hunter	Labor	10 00
J. McDermott & Brothers	Repairs, &c.	157 33
H. Richey	Stoves, &c.	248 60
J. F. Green	Soap	46 68
John J. Beall	Oats	103 50
Browne & Power	Plumbing, &c.	164 68
George F. Wassman	Locks, &c.	394 50
J. P. Dinsmore	Matches	20 00
W. W. Farr	Clocks, &c.	170 00
Gas-light Company	Gas	402 48
Denis Riley	Fire lights	8 00
Thomas Burley	Labor	24 50
Kelly & Ward	Horse-shoeing	14 50
Robert Sweeney	Hay	47 80
Charles H. Brown	Washing	45 00
H. C. Stewart	Coal and wood	836 60
John P. Dennis	Repairs, &c.	13 75
Thomas J. Fisher	Chandeliers, &c.	1,092 00
W. H. Dice	Carpenter work	4,195 35
Brown & Powers	Lamp-posts, pipes, &c.	531 90
Julius Viedt	Cabinet work	220 00
L. F. Clark	Window-shades, &c.	1,021 40
J. W. Boteler & Brother	Mats, dusters, pitchers, &c.	369 00
H. Richey	Tin roofing, &c.	123 20
Terence Beirne	Evergreen trees, &c.	154 50
Hugh McGinness	Horse hire, sodding, &c.	572 50
King, Kyser & Burch	Gray horse	325 00
S. Whitney	Scavenger	40 00
F. A. Lutz	Harness, &c., &c.	151 25
H. C. Stewart	Wood	160 00
Henry Harris	Wood-sawing, &c.	50 00
J. F. Green	Soap	14 75
Gas-light Company	Gas	250 56
Kelly & Ward	Horse-shoeing, &c.	35 25
R. H. Graham	Repairs, &c., &c.	77 75
A. Lee	Hay and straw	26 48
C. Arkward	Hay	72 00
Giles A. Krusen	Hay	91 25
John J. Beall	Oats, shorts, &c.	255 00
Washington & Georgetown Ice Co	Ice	87 50
Elizabeth Brown	Washing, &c.	117 00
Ellen McCarthy	Making towels, &c.	27 00
Pay-roll	Salaries	2,100 00
Philp & Solomons	Stationery	2,976 00
J. W. Boteler & Brother	Crockery, &c.	198 00
L. F. Clark	Upholstering	118 57
Charles Weber	Repairs	34 35
Julius Viedt	do.	52 00
J. McDermott & Brothers	do.	50 25
Philp & Solomons	Stationery	767 50
Samuel Nyburg	Repairs	42 50
B. H. Clements	Painting, &c.	448 90
Sundry newspapers	Subscription	16 00

A.—Contingent expenses of the Department of State, &c.—Continued.

To whom paid.	For what object.	Total.
National Republican	Subscription	\$10 95
Derby & Miller	Portraits	3 00
Robert Earl & Son	Livery	164 00
G. Crandell	Subscription	21 00
United States Telegraph Co.	Telegrams	25 45
Adams Express Co.	Freight	13 00
Steamer G. H. Stout	do	4 86
E. W. Hansell	Car tickets, &c.	51 14
Charles McCarthy	Postage, &c.	30 00
G. Crandell	Subscription	15 75
Disbursing agent	Freight	11 50
Philadelphia Press	Advertising, &c.	11 10
Weed, Parsons & Co	Almanacs	9 00
Hugh McGraw	Hack hire	11 00
Wisconsin State Journal	Advertising	3 00
Ohio State Journal	do	8 77
W. S. Thompson	Alcohol, &c	30 45
Adams Express Company	Freight	27 70
J. C. Parker	Subscription	3 00
C. McCarthy	Postage	24 00
E. W. Hansell	Car tickets, &c	48 63
D. J. Bishop	Subscription	72 00
Sundry newspapers	Advertising	27 00
Republic Printing Company	do	6 75
Steamer Valley City	Freight	14 40
Globe Express Company	do	12 10
Harnden Express Company	do	51 05
Jane E. Matthews	Canvas bags	36 50
S. F. Savage	Hardware	41 40
Thos. C. Cox	Expenses	22 00
C. Weber	Repairs	33 80
Lewiston Journal	Advertising	6 00
W. R. Riley & Brother	Blankets, &c	61 46
W. Berger	Horse-shoeing	7 25
G. Crandell	Subscription	15 75
T. C. Cox	Expenses, &c	57 50
E. W. Hansell	Car tickets	41 00
C. McCarthy	Postage, &c	24 00
Robert Kemp	Hack hire	17 50
John Prendor	Labor	50 00
T. L. Bowen	Soap, &c	23 25
J. F. Andrews	Cartage	18 00
G. Crandell	Subscription	15 75
Adams Express Company	Freight	11 50
Universe and Republic	Advertising	6 25
Samuel Bowles & Co	do	18 50
Nelson, Dingley, jr., & Co	do	9 00
Wesley Adams	Hack hire	12 00
Kelly and Ward	Horse shoeing	27 90
E. W. Hansell	Car tickets, &c	62 00
Chas. McCarthy	Postage, &c	27 00
Philp & Solomons	Books	78 70
La Cronica	Subscription	16 00
B. F. Corlies & Macy	Printing, &c	91 50
Little, Brown & Co	Books	132 11
H. R. Heyl & Co	Portfolios, &c	16 00
L. Tomson	Magazines, &c	8 00
Hudson Taylor	Books, &c	37 25
John Miller	do	69 01
G. M. Powell & Co	Picture	10 00
Derby & Miller	Engraving, &c	43 10
Brady & Co	Cards	25 50
Peter Baumgras	Portrait	20 00
J. Disturnel	Subscription	5 00

A.—Contingent expenses of the Department of State, &c.—Continued.

To whom paid.	For what object.	Total.
W. C. Little	Books	\$19 00
A. H. Stockman	Pamphlets, &c	3 50
Mrs. C. G. Scott	Book	3 50
Geo. W. Paschal	do	15 00
Philp & Solomons	Books	149 90
Raynolds, Pratt & Co	Drawing implements	53 37
Metropolitan Record	Subscription	8 00
Social Science Review	do	4 00
Courier des États Unis	do	12 00
New York Times	do	12 00
G. N. Bamond	Book of photographs	100 00
Evening Post	Subscription	12 00
Samuel Nyburg	Repairs, &c	26 00
J. Disturnel	Registers, &c	43 75
Frank Taylor	Books	61 25
Hudson Taylor	do	38 40
Philp & Solomons	Books, &c	137 95
William Bartlett	Book	3 75
J. Holcomb	do	3 50
W. W. Hayne	Pamphlet	5 00
Mrs. H. Mann	Books	6 00
Raynolds, Pratt & Co	Paints, &c	625 75
Army and Navy Journal	Subscription	6 00
New York Herald	do	14 00
Evening Post	do	12 00
Silliman's Journal	do	6 00
Catholic World	do	5 00
Christian Examiner	do	5 00
E. L. Dickinson	Books	15 00
Hugh R. Stockman	Pamphlets	3 70
Derby & Miller	Portraits	221 95
Rudolph F. Bartle	Printing, &c	107 30
C. M. Clark	Portraits, &c	25 00
John McManus	Portrait	18 00
Alexander Gardner	Photographs, &c	286 50
Raynolds, Pratt & Co	Gold cups, tablets, &c	375 00
John Hay	Books, &c	15 80
Geo. M. Thompson	Book	3 50
French & Richardson	Books	16 50
Jas. Sheehy	do	43 50
Frank Taylor	do	56 30
J. Disturnel	Directories	16 00
Philp & Solomons	Stationery, &c	1,497 00
Geo. F. Wassmann	Spring rollers, &c., for maps	286 45
W. H. Whiting	Subscription	5 00
J. F. Defanto	do	16 00
R. S. Barnwell	do	6 00
Frank H. Norton	do	10 00
Thompson & Sutton	Books	17 00
Wm. H. Boyd	do	30 00
F. A. Lutz, jr.	Trunk	24 00
Philp & Solomons	Stationery	1,027 50
National Republican	Papers for legations	218 25
F. & J. Rives	Congressional Globe	334 20
T. B. Peddie	Trunks, &c	385 50
Philp & Solomons	Stationery	4,181 00
Pay-roll	Salaries	640 00
Philp & Solomons	Stationery, &c	2,540 33
F. X. Koehler	Seals and presses	100 00
Evening Star	Subscription	70 00
National Intelligencer	do	472 00
Eugene P. Smith	Expenses, &c	399 10
Do	do	225 00
H. M. Mareil	Subscription, &c	15 00

A.—Contingent expenses of the Department of State, &c.—Continued.

To whom paid.	For what object.	Total.
Philp & Solomons	Stationery	\$3,457 50
John L. Wilson	Expenses	267 00
W. J. Murtagh & Co	Subscription	216 00
T. B. Peddie	Brass locks and keys	75 00
New York, Washington, and George- town Steamship Company	Freight	209 00
G. F. Wassmann	Seals and wires	75 00
J. F. Andrews	Cartage	102 00
W. H. Dice	Making boxes, &c	367 90
Harnden Express Company	Freight	132 05
S. F. Savage	Hardware, &c	104 50
Jas F. Essex	Straps	12 25
Pay-roll	Salaries	495 00
The (W. T.) Standard	Publishing the laws	520 00
Washington (D. C.) Republican	do	799 63
Washington (D. C.) Chronicle	do	845 00
Washington (D. C.) Intelligencer	do	565 00
Richmond (Va.) Republic	do	61 00
Detroit (Mich.) Advertiser	do	565 00
Trenton (N. J.) Gazette	do	565 00
Lexington (Ky.) Standard	do	565 00
Buckannon (W. Va.) Republican	do	565 00
Yanckton (D. T.) Union	do	565 00
Knoxville (Tenn.) Commercial	do	565 00
Nashville (Tenn.) Union	do	565 00
Madison (Ind.) Courier	do	565 00
Madison (Wis.) Journal	do	565 00
Columbus (Ohio) Journal	do	565 00
Harrisburg (Penn.) Telegraph	do	565 00
Springfield (Ill.) Journal	do	565 00
Minneapolis (Minn.) Atlas	do	565 00
Salem (O. T.) Statesman	do	1,670 00
Jacksonville (Fla.) Times	do	575 00
Louisville (Ky.) Journal	do	565 00
Cambridge (Md.) Intelligencer	do	565 00
Hartford (Conn.) Courant	do	565 00
Winona (Minn.) Republican	do	565 00
Philadelphia (Penn.) Aben Post	do	565 00
Charleston (Va.) Republican	do	260 00
Auburn (N. Y.) Advertiser	do	565 00
Albuquerque (N. Mex.) Press	do	565 00
Lawrence (Kausas) Tribune	do	565 00
Seattle (W. T.) Gazette	do	520 00
Bangor (Me.) Times	do	565 00
Providence (R. I.) Journal	do	581 95
Newport (R. I.) Mercury	do	565 00
Concord (N. H.) Democrat	do	565 00
Lebanon (N. H.) Press	do	565 00
Keeseville (N. Y.) Republican	do	565 00
Worcester (Mass.) Palladium	do	565 00
Kenosha (Wis.) Telegraph	do	565 00
Raleigh (N. C.) Standard	do	2,311 00
Harford (Md.) Union	do	565 00
Omaha (Neb.) Republican	do	565 00
Vicksburg (Miss.) Herald	do	575 00
Sioux City (Iowa) Journal	do	565 00
New Haven (Conn.) Courier	do	565 00
Lebanon (Ind.) Patriot	do	565 00
Jacksonville (Fla.) Times	do	260 00
Huntsville (Ala.) Advocate	do	565 00
Perryville (Mo.) Union	do	565 00
Wilmington (Del.) Gazette	do	565 00
Washington (D. C.) Chronicle	do	1,017 00
Washington (D. C.) Republican	do	69 45

A.—Contingent expenses of the Department of State, &c.—Continued.

To whom paid.	For what object.	Total.
Fort Smith (Ark.) New Era.....	Publishing the laws.....	\$129 00
Leavenworth (Kan.) Conservative.....	do.....	133 50
Fort Smith (Ark.) Herald.....	do.....	108 00
Detroit (Mich.) Post.....	do.....	36 00
New Orleans (La.) Crescent.....	do.....	565 00
Georgetown (Del.) Union.....	do.....	565 00
Jackson (Miss.) Clarion.....	do.....	565 00
Galena (Ill.) Gazette.....	do.....	565 00
Kalamazoo (Mich.) Gazette.....	do.....	565 00
Brownsville (Neb.) Advertiser.....	do.....	565 00
Norfolk (Va.) Old Dominion.....	do.....	565 00
Burlington (Vt.) Times.....	do.....	565 00
Lewiston (Me.) Journal.....	do.....	565 00
Little Rock (Ark.) Gazette.....	do.....	565 00
Newburyport (Mass.) Herald.....	do.....	565 00
Cape Girardeau (Mo.) Argus.....	do.....	565 00
Sigourney (Iowa) News.....	do.....	565 00
Santa Fé (N. M.) Gazette.....	do.....	565 00
Virginia City (Ma.) Democrat.....	do.....	565 00
Seneca (Kan.) Courier.....	do.....	565 00
Milledgeville (Ga.) Union.....	do.....	565 00
Milledgeville (Ga.) Recorder.....	do.....	565 00
Washington (D. C.) Chronicle.....	do.....	919 50
Washington (D. C.) Republican.....	do.....	639 42
Puget Sound (W. T.) Weekly.....	do.....	1,130 00
Olympia (W. T.) Tribune.....	do.....	1,130 00
Austin (Texas) Gazette.....	do.....	120 00
Jacksonville (Fla.) Times.....	do.....	94 00

B.—Statement of balances of appropriations for the incidental and contingent expenses of the Department of State on June 30, 1867, including publishing and distributing the laws, in the treasury, in the hands of the disbursing clerk and due him.

For what object.	In the treasury.	In the hands of the disbursing clerk.	Balances due to disbursing clerk.
Publishing laws in pamphlet form and in newspapers.....	\$861 53	.....	\$7,983 72
Proof-reading and packing laws and documents.....	113 97	\$1,333 96	
Stationery, blank books, furniture, fixtures, &c.....	237 29	93 83	
Miscellaneous items.....	3,773 43	1,485 30	
Copper-plate printing, books and maps.....	3,007 70	.....	1,268 50
Extra clerk hire and copying.....	7,000 24	851 92	
	14,994 16	3,765 06	9,252 22

J. A. GRAHAM, Assistant Register.

TREASURY DEPARTMENT,
Register's Office, January 17, 1867.

C.—Analytical statement of all the moneys disbursed by the disbursing clerk of the Department of State during the fiscal year ending June 30, 1867.

For contingent expenses of the Department of State, including publishing and distributing laws and documents, &c., viz:

For salaries of Secretary of State, Assistant Secretaries of State, and of the clerks, messenger, assistant messenger, and laborers in his office	\$63,797 65
For salaries of watchmen and laborers of the northeast executive building	4,305 12
For contingent expenses of northeast executive building, including expenses of a new building for the department	72,826 48
For contingent expenses of all the missions abroad	13,932 38
For contingent expenses of foreign intercourse	62,320 62
For expenses of rescuing American citizens from shipwreck	7,105 62
For the purchase of blank books, stationery, arms of the United States, seals, presses, flags, and for the payment of postage and miscellaneous expenses of the consuls	37,140 20
For office rent of those consuls general, consuls, and commercial agents who are not allowed to trade	16,440 20
Expenses under neutrality act	7,191 62
Expenses of Paris Exposition	47,984 51
Extra clerk-hire and copying	18,416 38
Expenses bringing home prisoners	3,357 20
Immigration, expenses of bureau	16,076 51
Miscellaneous items	1,371 91
Proof-reading and packing	3,613 44
Stationery, furniture, &c.	4,688 07
Copperplate printing, books, &c.	5,015 29
Publishing laws	45,579 45
Additional compensation, (twenty per cent.)	17,386 60

D.—Statement of expenditures from the fund for the contingent expenses of foreign intercourse from December 1, 1866, to November 30, 1867, inclusive, made agreeably to the second section of the act of May 9, 1836, entitled "An act making appropriations for the civil and diplomatic expenses of the government for the year 1836."

To whom paid.	For what object.	Total.
Philp & Solomons	Stationery	\$11,457 50
Thomas Taylor	Despatch agent	208 45
E. G. Eastman	Despatch bags	76 23
Washington Chronicle	Advertising	330 50
Evening Star	do	260 00
New York Times	do	63 00
Boston Daily Advertiser	do	58 25
Western Union Telegraph Company	Telegrams	188 45
G. V. Fox	Expenses, &c.	104 00
John Bigelow	Telegrams	1,833 35
Adams Express Company	Freight	91 15
Washington City Post Office	Postage	310 15
S. A. Brown	Copying	95 50
H. C. Pratt	Gilt frame, &c.	70 30
T. W. Dimon	Expenses	91 45
A. B. Talcott	Telegraph apparatus, &c.	413 35
J. Amory	Despatch agent	804 73
Washington City Post Office	Postage	361 20
J. C. Derby	Despatch agent	1,755 65
Henry Leny & Brother	Presents for Queen Emma	1,000 00
Philp & Solomons	Stationery	1,410 00
E. G. Eastman	Despatch bags	78 65
Thomas Taylor	Despatch agent	305 47
J. C. Derby	do	2,581 60

D.—Contingent expenses of foreign intercourse, &c.—Continued.

To whom paid.	For what object.	Total.
National Republican	Advertising	\$774 50
New York Times	do	67 51
Washington Chronicle	do	259 50
William H. Young	Telegrams	32 28
Western Union Telegraph Company	do	2,653 62
Do	do	312 82
Evening Star	Advertising	590 00
Thomas Morrison	Cable telegram	69 00
W. H. A. Wormley	Hack-hire	125 00
Washington City Post Office	Postage	272 35
Jonathan Amory	Despatch agent	626 00
J. Aug. Johnson	Expenses	180 89
F. & J. Rives	Congressional Globe, &c.	462 93
Washington Chronicle	Advertising	37 00
Charles Francis Adams	Cable Telegram	837 08
John A. Dix	do	102 40
Thomas Morrison	Cable telegrams	1,498 50
Western Union Telegraph Company	Telegrams	739 52
New Jersey Railroad Company	Special car for Japanese	250 00
Philp & Solomons	Stationery	1,281 75
J. Karr	Gold watch and chain	520 00
T. Biddle	Expenses	25 00
Thomas Taylor	Despatch agent	460 53
J. H. McMath	Expenses	30 09
E. D. Webster	do	847 00
E. G. Eastman	Despatch bags	86 51
H. T. Kelding	Expenses, &c	716 48
S E Middleton	do	664 50
Evening Star	Advertising	35 00
Washington City Post Office	Postage	384 00
Jonathan Amory	Despatch agent	666 57
Charles Hale	Expenses	80 41
W. H. Dice	Boxes, &c	193 00
President's approval .....	.....	12,017 04
Thomas Morrison	Cable telegrams	1,048 29
John A. Dix	Cable telegram	51 20
J. C. Derby	Despatch agent	3,072 55
Jonathan Amory	do	646 50
Thomas Taylor	do	441 67
E. G. Eastman	Despatch bags	86 51
Philp & Solomons	Stationery, &c	1,688 63
Harnden Express Company	Freight	167 85
Western Union Telegraph Company	Telegrams	164 20
Charles McCarthy	Folio writing	400 00
Charles Hale	Expenses	124 81
George H. Holt	do	50 00
William Wurdemann	Astronomical instruments	94 50
A. Gregg	Expenses	347 09
George S. Fisher	do	695 73
J. M. Utley	do	65 57
R. S. Chilton	do	83 00
H. D. J. Pratt	do	51 50
T. W. Dimon	do	66 65
W. H. Bidwell	do	669 62
Evening Star	Advertising	165 00
Washington Chronicle	do	175 50
Charles Hawley	Expenses	1,042 78
William T. More	do	172 00
Baron Franckenstein	do	23 50

E.—Statement of expenses of all missions abroad for contingencies and loss by exchange from July 1, 1866, to June 30, 1867, as shown by accounts adjusted in the Fifth Auditor's office, other than those which may have been paid by the disbursing clerk of the Department of State.

Mission.	Loss by exchange.	Contingen- cies.	Total.
<i>Great Britain.</i>			
Charles F. Adams, Minister		\$1,553 52	\$1,553 52
<i>France.</i>			
John A. Dix, Minister	\$236 19	4,248 00	4,484 19
<i>Russia.</i>			
Cassius M. Clay, Minister		1,277 48	1,277 48
<i>Prussia.</i>			
Jos. A. Wight, late Minister		621 88	621 88
<i>Austria.</i>			
J. L. Motley, Minister		722 07	722 07
<i>Mexico</i>			
L. D. Campbell, Minister		99 79	99 79
<i>Spain.</i>			
John P. Hale, Minister	151 27	2,573 66	2,724 93
<i>Brazil.</i>			
J. W. Webb, Minister		1,270 70	1,270 70
<i>Belgium.</i>			
H. S. Sandford, Minister	161 15	896 23	1,057 38
<i>Peru.</i>			
A. P. Hovey, Minister	216 18	482 77	698 95
<i>China.</i>			
A. Burlingame, Minister	1,600 00	986 90	2,586 90
<i>Turkey.</i>			
. Joy Morris, Minister	316 63	2,878 14	3,194 77
<i>Italy.</i>			
George P. Marsh, Minister		387 69	387 69
<i>Sweden.</i>			
J. J. Bartlett, Minister	65 16	374 51	439 67
<i>Denmark.</i>			
G. H. Yeaman, Minister		471 76	471 76
<i>Guatemala.</i>			
F. H. Warren, Minister	225 23	674 76	899 99
<i>New Grenada.</i>			
A. A. Burton, late Minister		573 75	573 75
<i>Portugal.</i>			
James E. Harvey, Minister		1,090 34	1,090 34
<i>Switzerland.</i>			
George Harrington, Minister	21 96	343 78	365 74
<i>Pontifical States.</i>			
Rufus King, Minister		1,136 00	1,136 00

E.—Statement of expenses of all missions abroad, &c.—Continued.

Mission.	Loss by exchange.	Contingen- cies.	Total.
<i>Netherlands.</i>			
Hugh Ewing, Minister		\$428 81	\$428 81
<i>Honduras.</i>			
R. H. Rousseau, Minister		397 25	397 25
<i>Hawaiian Islands.</i>			
E. M. McCook, Minister	\$66 29	267 60	333 89
<i>Argentine Confederation.</i>			
R. C. Kirk, late Minister	209 46	29 72	239 18
<i>Costa Rica.</i>			
A. G. Lawrence, Minister	547 60	221 34	768 94
<i>Nicaragua.</i>			
A. B. Dickinson, Minister		332 49	342 49
<i>Chili.</i>			
J. Kilpatrick, Minister	248 25	842 45	1,090 70
<i>Paraguay.</i>			
C. A. Washburn, Minister	191 21	117 82	309 03
<i>Ecuador.</i>			
William T. Coggeshall, Minister	369 65	347 44	717 09
<i>Venezuela.</i>			
James Wilson, Minister		271 86	271 86
<i>Hayti.</i>			
H. E. Peck, late Minister		169 72	169 72
<i>Bolivia.</i>			
A. A. Hall, late Minister (accounts not received)			
<i>Salvador.</i>			
A. S. Williams, Minister		60 68	60 68
<i>Liberia.</i>			
John Seys, Commander General		47 13	47 13
<i>Japan.</i>			
R. B. Van Valkenburgh, Minister	847 09	592 79	1,439 88
<i>London.</i>			
B. F. Stevens, mail agent			26,387 33
<i>Mixed Courts.</i>			
Under provision of treaty with Great Britain of April 7, 1862	181 10	169 40	350 50
<i>London.</i>			
Baring Brothers & Co., United States bankers	111 09		111 09
Total			55,123 07

Respectfully submitted :

C. M. WALKER, Auditor.

TREASURY DEPARTMENT,
Fifth Auditor's Office, January 30, 1868.

F.—*Statement of contingent expenses of foreign intercourse from July 1, 1866, to June 30, 1867, as shown by adjustment of accounts in the office of the Fifth Auditor, other than those which may have been paid by the disbursing clerk of the Department of State.*

Consulates and consuls.		Total.
<i>Liverpool.</i>		
Thomas H. Dudley.....		\$13,556 12
<i>London.</i>		
F. H. Morse.....		17,970 95
<i>Toronto.</i>		
D. Thurston.....		4,446 52
<i>Constantinople.</i>		
John P. Brown *.....		600 00
		<hr/> 33,573 59

* Secretary of legation and drogoman.

Respectfully submitted :

C. M. WALKER, *Auditor.*

TREASURY DEPARTMENT,
Fifth Auditor's Office, February 1, 1868.

APPROPRIATIONS FOR STATE DEPARTMENT.

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES,

TRANSMITTING

A report from the Secretary of State relative to an appropriation for copying clerks in his department.

FEBRUARY 3, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

To the Senate and House of Representatives :

I transmit to Congress a report from the Secretary of State, suggesting the necessity for a further appropriation towards defraying the expense of employing copying clerks, with a view to enable his department seasonably to answer certain calls for information.

ANDREW JOHNSON.

WASHINGTON, *February 3, 1868.*

DEPARTMENT OF STATE,
Washington, January 28, 1868.

The Secretary of State has the honor to lay before the President a memorandum of unanswered resolutions of one or the other house of Congress asking for information, which have been referred to this department. On some of these resolutions the department is nearly ready to report. It is, however, impracticable to furnish the papers called for by all of them at the time when they may be expected, without a further appropriation to defray the expense of employing copying clerks. There has been no increase in the regular clerical force of this department since 1857. It is unnecessary to say that the business of the department requiring the services of that class of officers has, meanwhile, greatly augmented, as an inspection of the archives and records would show. That business must have been much neglected if Congress had not, for a few years past, made small annual appropriations for extra clerk hire. Most of the clerks, however, which the amount of those appropriations has enabled the department to employ, have been set to work upon copying and recording the current despatches and letters of the department. The number left for preparing answers to calls from Congress has, consequently, been too few to enable this to be done

with desirable promptitude. Under these circumstances the Secretary of State suggests that the attention of Congress be called to the subject, and that an additional appropriation for the employment of copying clerks be recommended.

Respectfully submitted:

WILLIAM H. SEWARD.

The PRESIDENT.

List of resolutions referred to the Department of State, calling for correspondence and information, answers to which are in course of preparation.

House of Representatives of November 25, 1867, relative to arrests by the British authorities of citizens of the United States, or persons claiming to be such. This resolution was communicated to the department by the Hon. N. P. Banks, chairman of the Committee on Foreign Affairs, on the 4th of December, 1867.

Senate, December 4, 1867; amended by substitute December 10, 1867, calling for correspondence relative to recognition of the insurgents by Great Britain, and touching depredations by the Alabama, and other vessels, to be prepared and indexed carefully.

House of Representatives, December 17, 1867, calling for report and information as to the amount received from China under claims; convention number and amount of claims paid; number and amount of unpaid claims, names of parties, &c.; amount of balance, where deposited, &c.

House of Representatives, December 19, 1867, calling for correspondence and information in relation to acquisition of Alaska.

Senate, December 18, 1867, calling for copy of any agreement between the United States and Great Britain for joint military occupation of the island of San Juan; a statement of the reason why such occupation has been permitted, and copy of any correspondence on the subject of the claims of the respective governments to jurisdiction or possession of the island.

House of Representatives, 27th January, 1868, inquiry in relation to the publication of the report of the trial of John H. Surratt.

Senate, 27th January, 1868, calling for copy of correspondence and information concerning the arrest and trial of the Reverend John McMahon, Robert Lynch, and John Warren, by the British government.

INTEREST TO CHEROKEE INDIANS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

RELATIVE TO

The payment of interest to Cherokee Indians in North Carolina, under treaty stipulations.

FEBRUARY 3, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington D. C., February 3, 1868.

SIR: I have the honor to transmit herewith a copy of a letter from the Secretary of the Treasury to the Secretary of the Interior, dated April 23, 1867, in relation to payment of interest to Cherokee Indians in North Carolina, under the provisions of the act of July 29, 1848, and copy of reply of the Secretary of the Interior thereto, dated May 30, 1867; and also copy of a letter, upon the same subject, from the Commissioner of Indian Affairs to the Secretary of the Interior, dated January 31, 1868.

The Secretary of the Treasury desires to be relieved from the duty devolved upon him by law in connection with these Indians, and to be allowed to transfer the entire control of the matter to the Interior Department. This cannot be effected without legislation to authorize it. The attention of Congress is respectfully invited to a consideration of the subject.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

TREASURY DEPARTMENT,

April 23, 1867.

SIR: In relation to the matter of payment of interest to Cherokee Indians in North Carolina, under the act of 29th July, 1848, regarding which oral communication was had with you a few days since, I would say, that in accordance with the provisions of said act, there was prepared, by J. C. Mullay, in 1849 or 1850, a list comprising the names (1,516 in number) of all who were entitled to the benefits of the fourth and fifth sections of the act, and that by this list, the original of which is understood to be on file in the office of the Commissioner of

Indian Affairs, all payments have been regulated. Advances have been made for the payment of the interest up to the 29th July, 1859, substantially upon the principles laid down in the instructions given to the first agent entrusted with the matter, a copy of which is herewith transmitted; but in consequence of the late troubles in that region, the agent employed to make the more recent disbursements prior to that date has rendered no final account of them, though he asserts they have been made.

During the war, of course, no payments were made, but within the past year an agent, (Mr. Powell,) has been despatched to North Carolina to prepare a roll on which payment might be made to such Cherokees as have remained loyal throughout. A copy of the report of this agent is herewith transmitted; the roll which he has prepared is on file in this department, but for its accuracy I am unable to speak, since it has not been compared with the roll of Mulla, which is the only authorized basis of settlement. Thus far the matter has been subject to the control of this department, but I now propose, if you consent, to yield up to your department all control over the ascertainment of the parties entitled, and the payments hereafter to be made. All other matters of that nature relating to Indian affairs are subject to your supervision, and I am unable to perceive in the law of 1848 anything which can have the effect to place this matter beyond the reach of the provisions of the act of March 3, 1849, whereby (section 5) all payments of money out of the treasury on account of Indian affairs are required to be made on requisitions signed by the Secretary of the Interior.

This, as far as I am informed, is the only anomalous case, and I shall be happy to transfer it formally to you, with the documents pertaining thereto, whenever you shall signify your readiness to receive it.

As an additional reason for making the transfer at once, I may say that it is understood that some of these Indians desire to avail themselves of the provisions of the fifth section of the act of 1848, and to remove to the west, and the superintendence of such removal would necessarily belong to your department.

I am, sir, very respectfully, your obedient servant,

H. McCULLOCH,
Secretary of the Treasury.

Hon. O. H. BROWNING,
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,
Washington, May 30, 1867.

SIR: I have the honor to acknowledge the receipt of your letter of the 23d ultimo in relation to the payment of interest to Cherokee Indians in North Carolina, under the act of July 29, 1848, and the transfer to this department of all control over the ascertainment of the parties entitled thereto and the payment hereafter to be made.

The fourth section of that act (Statutes at Large, vol. 9, p. 264) is in these words:

And be it further enacted, That the Secretary of War cause to be ascertained the number and names of such individuals and families, including each member of every family of the Cherokee nation of Indians that remained in the State of North Carolina at the time of the ratification of the treaty of New Echota. May twenty-three, eighteen hundred and thirty six, and who have not removed west of the Mississippi or received the commutation for removal and subsistence, and report the same to the Secretary of the Treasury, whereupon the Secretary of the Treasury shall set apart, out of any money in the treasury not otherwise appropriated, a sum equal to fifty-three dollars and thirty-three cents for each individual ascertained as aforesaid; and that he cause to be paid to every such individual, or his or her legal representative, interest at the rate of six per cent. per annum on such per capita, from the said twenty-third day of May, eighteen hundred and thirty-six, to the time of the passage of this act, and continue annually thereafter said payment of interest at the rate aforesaid.

The duty of causing the payment to be made to the parties thereunto entitled is thus specifically devolved upon the Secretary of the Treasury, and I have serious doubts whether it can be devolved upon the Secretary of the Interior without authority from Congress.

The act of 1849, organizing this department, confers upon the Secretary of the Interior, in regard to Indian affairs, and signing requisitions for the advance or payment of money out of the treasury on estimates or accounts, no power other or greater than that which had been theretofore vested in the Secretary of War. It cannot, in my opinion, be construed as modifying the act of 1848, and I respectfully submit that it has no bearing upon the question.

Such has been the practical construction given to the act. All such payments to these Indians have been made by an agent, appointed by and responsible to the Secretary of the Treasury, and Congress, by the acts of May 31 and August 3, 1854, (Statutes, vol. 10, pp. 291 and 558,) appropriated funds to enable him to compensate the agent.

I have the honor to suggest that no change or transfer of the business in question be made until the requisite legislation be obtained.

This department will cheerfully co-operate in inviting the attention of Congress to the subject.

I am, sir, very respectfully, your obedient servant,

W. T. OTTO, *Acting Secretary.*

Hon. HUGH McCULLOCH,

Secretary of the Treasury.

DEPARTMENT OF THE INTERIOR, OFFICE INDIAN AFFAIRS,

Washington, D. C., January 31, 1868.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th instant enclosing, for the information of this office, a copy of your letter to the Secretary of the Treasury of the 30th of May last, being an answer to his letter proposing to transfer to the Secretary of the Interior the business of paying certain interest due to North Carolina Cherokees.

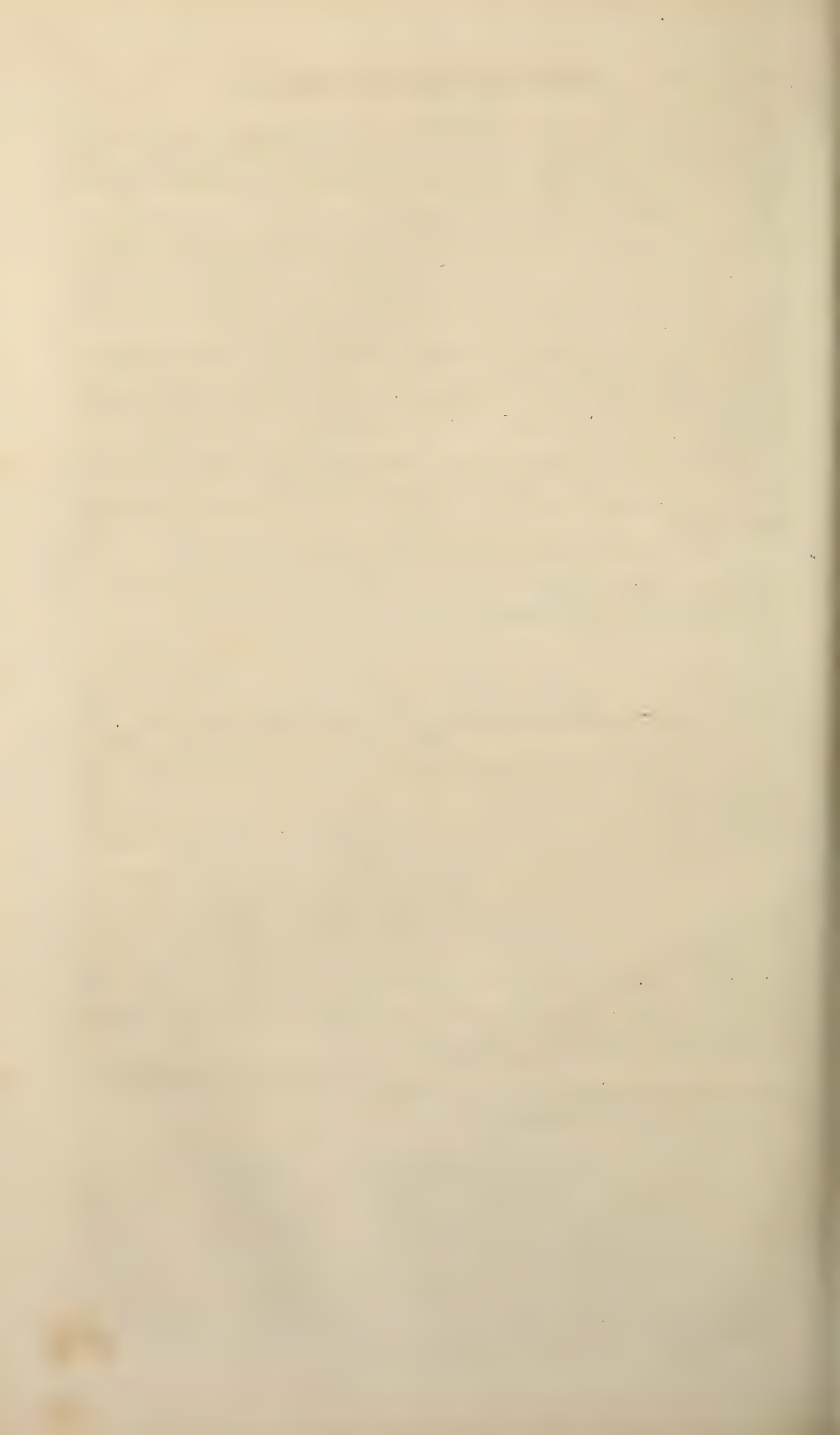
As you have suggested to the Secretary of the Treasury that no change or transfer of the business in question be made until requisite legislation be obtained, and proffered your co-operation, that the subject may be brought to the attention of Congress, allow me to state that it is very desirable the proposed arrangement should be consummated without delay, so that a needy and suffering people may receive, as soon as possible, the moneys that may be justly due them. I therefore recommend that early steps be taken to lay the matter before Congress for appropriate legislation.

Very respectfully, your obedient servant,

N. G. TAYLOR, *Commissioner.*

Hon. O. H. BROWNING,

Secretary of the Interior.



SUITS IN NEW YORK.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

IN ANSWER TO

A resolution of the House of 28th ultimo, relative to certain suits pending in New York city, known as the Champagne cases.

FEBRUARY 3, 1868.—Referred to the Committee on Expenditures in the Treasury Department and ordered to be printed.

TREASURY DEPARTMENT,
February 1, 1868.

SIR: In response to the resolution of the House of Representatives of the 28th ultimo, calling upon the Secretary of the Treasury for information concerning certain suits pending in the city of New York, known as the champagne cases, and concerning other wine cases, and the action and expenses of certain agents of the department, I have the honor to say that none of the suits referred to in New York have been settled or withdrawn, and that no settlement or withdrawal of them, or of any of them, is at present contemplated. I deem it proper, however, to add that there has been some correspondence between the department and District Attorney Courtney in relation to a proposed compromise of a portion of these suits, and that the department has always felt and still feels an entire willingness to settle these and all other like cases whenever, by so doing or consistently with doing so, the ends can be attained for which alone they were instituted, to wit: the just punishment of those who have violated the revenue laws of the country, the proper admonition of those who might in future be tempted to commit such violations, and the effectual protection of the revenue and of honest trade from the frauds which at present so seriously deplete the one and discourage the other.

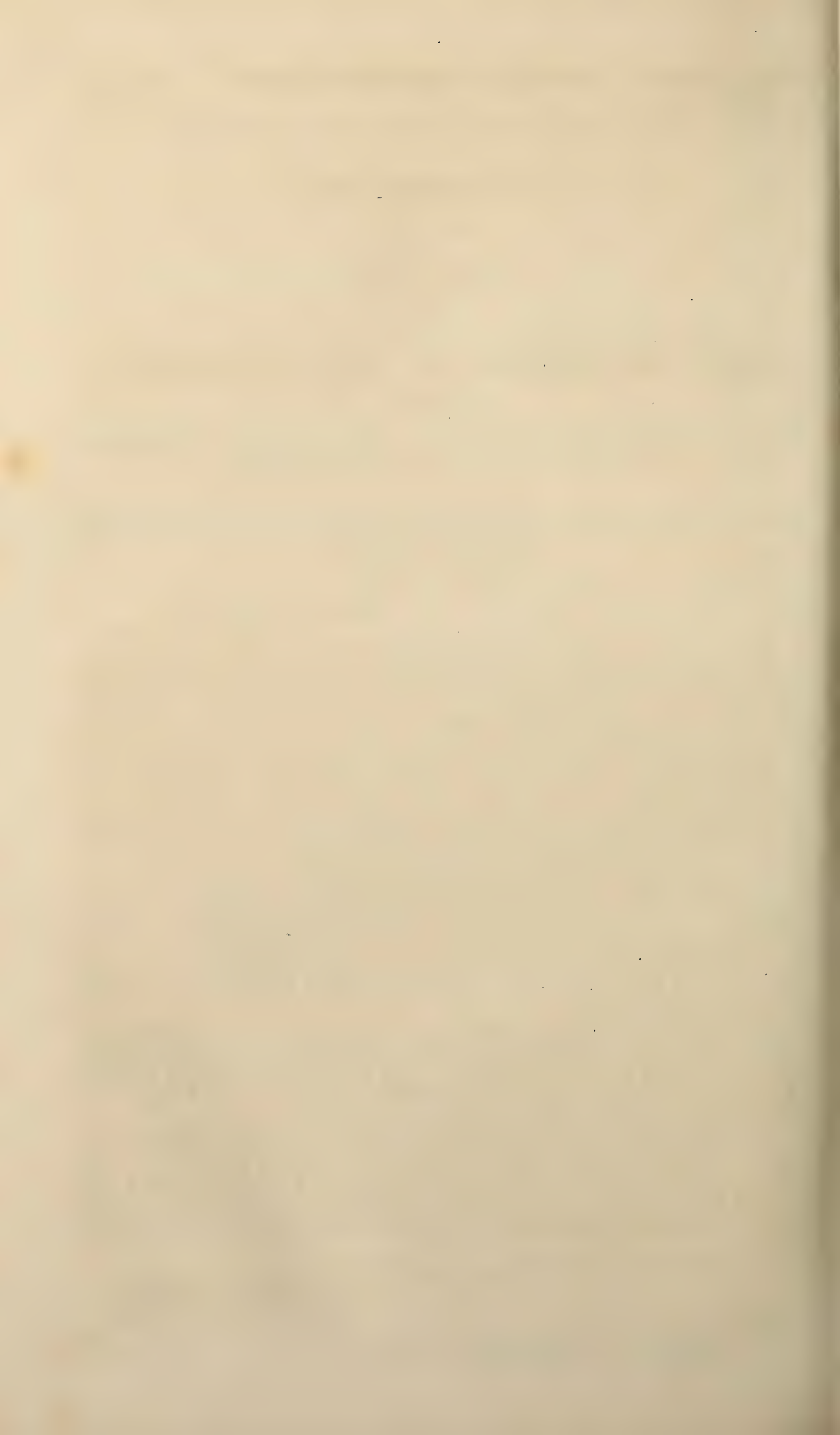
The suits in New York are ready for trial on the part of the government, and will be tried as soon as the courts can give them a hearing, provided no delay be interposed on the part of the claimants. The present month and the month of April next have been assigned for this purpose, and it is expected that the cases will be tried or otherwise disposed of by the first of May.

In order to comply with the requirements of the resolution, in respect of the other numerous particulars embraced therein, some time will be requisite for the copying of voluminous accounts and other papers, and for corresponding with United States attorneys and collectors of customs in various parts of the country, but the further information required will be transmitted at the earliest practicable moment.

I have the honor to be, very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.



UNITED STATES STEAMSHIP VANDERBILT.

LETTER

FROM

THE SECRETARY OF THE NAVY,

IN ANSWER TO

A resolution of the House of the 22d ultimo, relative to the United States steamship Vanderbilt.

FEBRUARY 3, 1868.—Referred to the Committee on Naval Affairs and ordered to be printed.

NAVY DEPARTMENT,
Washington, February 1, 1868.

SIR: I have the honor to acknowledge the receipt of the following resolution, passed by the House of Representatives on the 22d ultimo:

HOUSE OF REPRESENTATIVES,
January 22, 1868.

On motion of Mr. Taber,

Resolved, That the Secretary of the Navy be directed to report to this house what service the United States steamship Vanderbilt is employed in, where stationed, and the present condition of the hull and machinery of said vessel.

Attest:

EDWARD MCPHERSON, *Clerk.*

The Vanderbilt is now stationed at the navy yard, Mare island, California, and, until quite recently, has been laid up, with only the necessary ship-keepers on board. A month or two since, upon the departure of the receiving-ship Independence for San Francisco, the commandant of the yard found it necessary to use her for berthing and messing the men detailed to take care of the ships in ordinary. The accompanying surveys of the hull and machinery will show the condition of the Vanderbilt in May last. Immediately following their receipt, the commandant was informed that, as she would have to be substantially rebuilt, and as it was not probable that her services would be required, he would do no work upon her other than such patching and calking as might be required to keep her tight.

The Vanderbilt is a large paddle-wheel vessel, can only move with steam power, and requires such a large expenditure of coal to move, at even moderate speed, that the department has not felt justified in keeping her in commission. Over four hundred thousand dollars (\$400,000) have already been expended in repairing her, and to again fit her for service would require a further outlay of at least half a million dollars.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

COMMANDANT'S OFFICE, NAVY YARD,
Mare Island, California, May 20, 1867.

GENTLEMEN : You will hold a strict and careful survey on the hull, spars, boats, casks, tanks, and ballast of the United States steamer Vanderbilt, reporting to me, in triplicate, their condition, with your opinion as to their disposition.

Very respectfully, your obedient servant,

THOMAS T. CRAVEN,
Commandant.

JAMES A. GREEN, *Commander.*
 M. SIMMONS, *Naval Constructor.*
 E. M. BENJAMIN, *Master Joiner.*
 P. D. GRIMES, *Master Smith.*
 PHILIP HITCHBORN, *Foreman Carpenter.*

NAVY YARD, MARE ISLAND, CAL.,
May 24, 1867.

SIR : In obedience to your order of the 20th instant, we have held a careful survey on the hull, spars, boats, casks, and tanks of the United States steamer Vanderbilt, and respectfully submit the following report :

The hull requires extensive repairs ; many of the frame timbers are rotten ; the planking outside and inside is more or less rotten and defective. New spar deck required.

The spars are in good condition.

The ladders, gratings, and awning stanchions are in good condition, requiring slight repairs. We recommend the side ladders, gratings, awning stanchions, and boat davits to be unshipped and put in store.

The boats and casks require slight repairs ; recommend they be repaired, painted, and put in store.

The tanks being stowed under the boilers, no survey was held.

Very respectfully, your obedient servants,

JAMES A. GREEN, *Commander.*
 MILOM SIMMONS, *Naval Constructor.*
 E. M. BENJAMIN, *Master Joiner.*
 P. D. GRIMES, *Master Smith.*
 PHILIP HITCHBORN, *Foreman Carpenter.*

Rear-Admiral THOMAS T. CRAVEN,
Commandant Navy Yard, Mare Island, California.

Approved :

THOMAS T. CRAVEN,
Commandant.

COMMANDANT'S OFFICE, NAVY YARD,
Mare Island, California, May 18, 1867.

GENTLEMEN : You will hold a strict and careful survey on the engines, boilers, and engineer's stores, all spars, machinery, and outfits of the United States

steamer Vanderbilt, reporting to me in triplicate their condition, with your recommendation as to what disposition should be made of them.

Very respectfully, your obedient servant,

THOMAS T. CRAVEN,
Commandant.

M. FLETCHER, *Chief Engineer.*

S. R. FRANKLIN, *Commander.*

THOMAS McCAUSLAND, *Acting First Assistant Engineer.*

B. F. WOOD, *Second Assistant Engineer.*

CHIEF ENGINEER'S OFFICE, U. S. NAVY YARD,
Mare Island, California, May 31, 1867.

SIR: In obedience to your order of the 18th instant, we have held a strict and careful survey on the engines, boilers, and engineer's stores, all spare machinery, and outfits of the United States steamer Vanderbilt, and respectfully report:

The engines are in good working order. To preserve them from injury the iron work should be painted, the bright work covered with white lead and tallow, the packing taken out, the cylinders oiled, and all journals and movable parts protected from rust by the usual means adopted for preserving machinery. The beam journals to be covered.

The boilers require cleaning and painting, and all attachments overhauling, painting, leading, or oiling. The feed pipes and bottom blows require repairs. The bilge pumps are much worn and should be rebored and fitted. The smoke-pipes to be covered.

The paddle-wheels require painting; the iron work in the water should have an extra coat and kept thoroughly covered to protect it from injury.

Many pieces of the spare machinery being securely fastened to convenient places about the engines, it is recommended that they be painted and remain where they are. We recommend that the fire-hose, pipe, and spanners be kept in their places on board, to be used in case of fire.

We find the stores and outfits have been well cared for, and a remarkably correct account kept.

Your obedient servants,

M. FLETCHER, *Chief Engineer.*

S. R. FRANKLIN, *Commander.*

THOMAS McCAUSLAND,
Acting First Assistant Engineer.

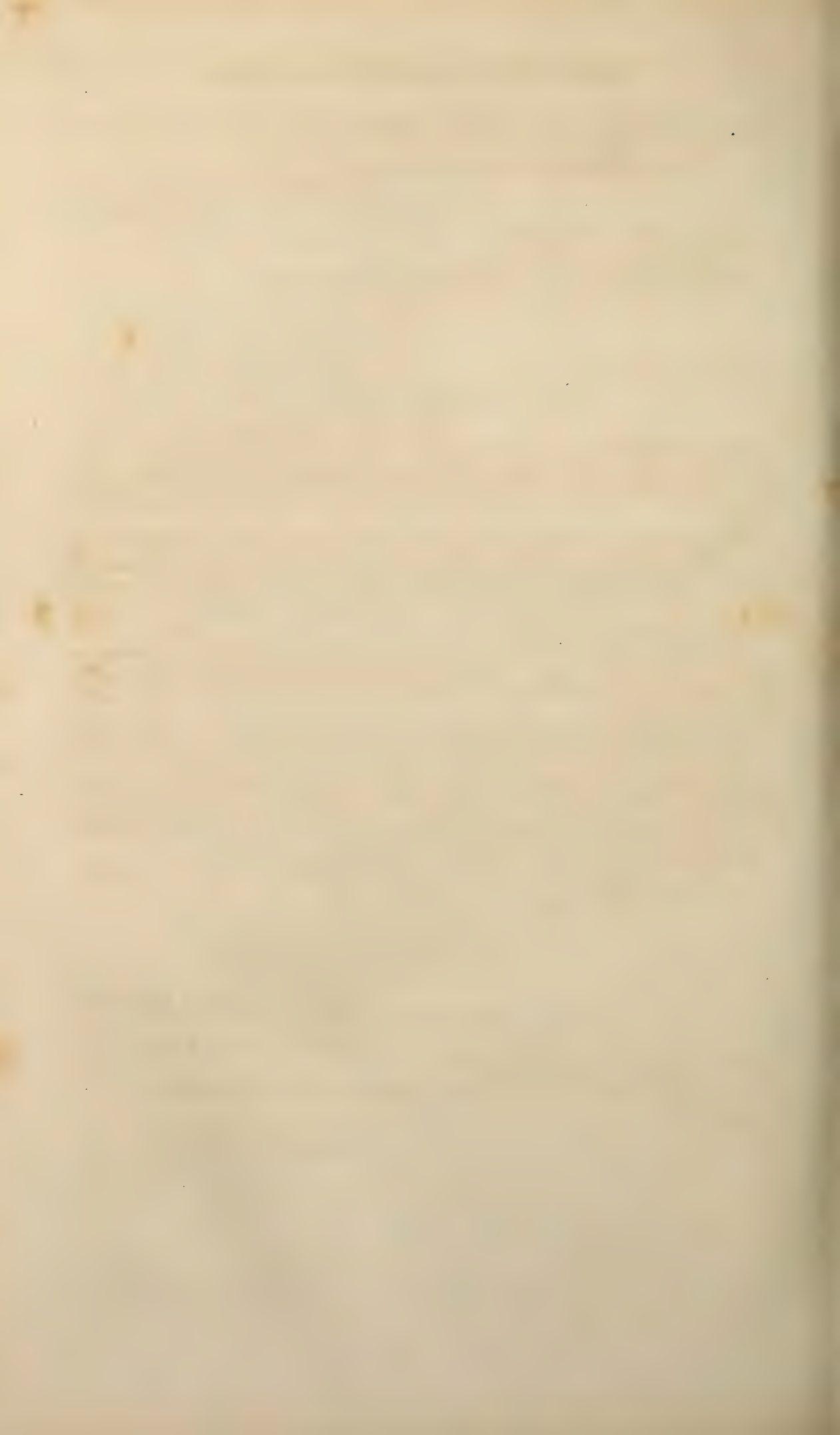
BENJAMIN F. WOOD,
Second Assistant Engineer.

Rear-Admiral THOMAS T. CRAVEN,

Commandant United States Navy Yard, Mare Island, Cal.

Approved:

THOMAS T. CRAVEN,
Commandant.



SPECIAL AGENTS IN TREASURY DEPARTMENT.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

IN ANSWER TO

A resolution of the House of November 26 and 27, relative to special agents employed in that department since June, 1866.

FEBRUARY 3, 1868.—Referred to the Committee of Ways and Means and ordered to be printed.

TREASURY DEPARTMENT,
February 1, 1868.

SIR: I have the honor to acknowledge the receipt of copies of two resolutions adopted by the House of Representatives, November 26 and 27, calling upon the Secretary of the Treasury for certain information in regard to special agents and detectives employed in his department since the 1st of June, 1866, and respectfully to reply, that on consultation with the heads of the customs and internal revenue bureaus and the Solicitor of the Treasury, I am satisfied that the publication of the names and fields of labor of the secret agents or detectives from time to time employed by them in the service of their respective bureaus would operate to the serious disadvantage of the government, and might greatly impair if not utterly destroy the efficiency of such employés, while, in some cases, it would expose them to the malice of those whose dishonest practices they had been the efficient though unknown instruments of bringing to light.

In the Treasury Department proper no secret agents or detectives have been employed within the time limited by the resolutions. So far as the information required can be given without detriment to the public interests, it is furnished in the accompanying documents, which contain the names of all the special agents in the employment of the department proper, and of all except the secret agents and detectives under its several bureaus. The objections to the publication of the names and operations of secret employés obviously apply also to the instructions given, not only to such employés, but also to special agents, since the general duties intrusted to these agents, such as the examination of the books and accounts of revenue officers, their general management of their respective offices, the competency of subordinates, and the investigation of complaints, must necessarily require, from time to time, confidential instructions, which should not be made public.

I may properly add that the whole detective force employed in prevention of counterfeiting, &c., under the Solicitor of the Treasury at different times, (many of them for very brief periods only,) between the 1st of June, 1866, and the date of the resolutions, numbers (as reported to me by the Solicitor) sixty-one, at an aggregate cost (salaries and expenses) of fifty-one thousand five hundred

and ten dollars and ninety-five cents, (\$51,510 95.) *Seventeen* of these were discontinued before the 1st of August, 1867, and *fifteen* afterwards.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

HON. SPEAKER OF THE HOUSE OF REPRESENTATIVES.

TREASURY DEPARTMENT,
Office of Commissioner of Customs, December 9, 1867.

SIR: I have the honor to acknowledge the receipt of a copy of the resolution passed by the House of Representatives on the 26th ultimo, on motion of Mr. Judd, directing the Secretary of the Treasury to report to the House the names of all secret special treasury agents appointed since the first of June, 1866, which was referred to me for an early report. In reply I have the honor to report that there are no "secret special treasury agents" acting under my orders or instructions. A list of the special agents of this department acting under my instructions was communicated to you in my letter of the 26th ultimo, in obedience of the resolution of the House of Representatives, adopted on motion of Mr. Pike, of Maine. To that list I beg leave to refer, and have no additions to make.

I have the honor to be, your obedient servant,

N. SARGENT, *Commissioner.*

HON. H. McCULLOCH,
Secretary of the Treasury.

TREASURY DEPARTMENT,
Office of Commissioner of Customs, November 26, 1867.

SIR: I have the honor to acknowledge the receipt of a copy of a resolution adopted by the House of Representatives, on motion of Mr. Pike, of Maine, instructing the Secretary of the Treasury to "report to the House the number of persons employed in his department, during the present fiscal year, as special agents and detectives; their names, the compensation paid to each, and the locality in which they have been employed, and what amounts they have charged for expenses;" and I am requested to report, in accordance with the requirements of this resolution, the persons employed under my instructions. I hereunto append the names of all the special agents who are, or have been since the first of July last, acting under my orders; where they are located, their compensation and expenses. There are no detectives employed under me who are not regularly appointed officers of customs. I have not deemed it necessary or advisable to transmit the names of such officers of the customs—in all cases, I believe, inspectors—first, because I do not know that they come within the scope of the resolution; and, secondly, because I deem it highly injurious to the public interests to disclose the names of those officers and their localities. To do so would be simply notifying that numerous, indefatigable, unscrupulous class of men, who are endeavoring to accumulate wealth by defrauding the revenue, of the means taken to detect and prevent such frauds, and furnishing them with the names and places of operation of those who are employed to detect and circumvent their nefarious schemes. I can hardly suppose that such was the intention of the mover of the resolution, or of the House of Representatives. If this were done it would be idle to think of any longer preventing smuggling, either on the interior frontier or along the whole Atlantic and Pacific coasts, and the force heretofore so successfully employed to prevent it might as well be withdrawn and the field given up to the smuggler.

You lately addressed a letter to me in which you expressed the hope "that the energetic efforts of the preventive force" had put such a check upon smuggling that the necessity no longer exists of employing a special force for that purpose. To this letter I replied; and as portions of that letter are pertinent to the present case, I beg leave to repeat what I then said :

Smuggling and its prevention is a conflict between the smuggler and the proper officers of the government, which always has been and always will be carried on so long as a high tariff of duties upon foreign goods offer a strong inducement to the unscrupulous to avoid the payment of those duties, and thereby realize large profits. It can never be effectually stopped, but may, by energetic, well directed, and unremitting efforts be checked; but the moment these efforts cease or are relaxed, that moment the smuggler is as active and successful as ever. There can be no treaty, no armistice, no cessation of hostilities between him and the government. If the "energetic efforts of the preventive force heretofore used have put a check upon smuggling," the removal of that force or a relaxation of its energy and vigilance would at once give encouragement and insure success to the smuggler.

Premising that the temptation to smuggle is as great now as it ever has been; that more capital is invested in this nefarious business than ever has been before; that it is carried on, or attempted to be, upon a larger scale than ever before, and with greater system and skill, I must add that the duties of collectors and the ordinary officers of customs necessarily confine them so much that they are unable to cope with the smuggler or obtain the information necessary to detect his operations. The special force heretofore employed not being so confined by local duties and jurisdiction, can move about from place to place, wherever circumstances or the prospect of detecting the smuggler may call them. They, obtaining an intimation of an illicit operation at one point, must, perhaps, visit other distant places to obtain further clues; and it not unfrequently happens that weeks or months elapse and hundreds of miles travelled ere the necessary proof on which to arrest the smuggler or seize his goods, or both, can be gathered.

From experience I have found comparatively few possessing the peculiar qualifications necessary to enable them to contend with smugglers, who are generally shrewd, wary, daring, untiring men. To undertake to contend with them, to detect their wiley arts, to follow them in their devious ways, to discover their haunts and assistants, and to expose their frauds by any other than men equal to them in shrewdness, sagacity, tact, and perseverance, and who have by experience become familiar with the duties required of them, would but excite the merriment of the smuggler and afford him every possible encouragement in his illicit operations.

Smugglers have their detectives, not only in our ports and at points where customs officers are accustomed to look out for illicit operations, but even in our custom-houses. The movements of collectors and all *known* officers of customs are keenly watched, and their whereabouts well known, at least whenever the perpetration of any fraud is designed or any smuggling operation is in progress. The employment of men unknown to the smuggler, and of whose movements he is kept in ignorance, to watch and prevent contraband trade, to follow and seize smuggled goods, to ferret out and arrest the guilty party, to look up and secure the evidence necessary to forfeit and convict, is the only successful mode of baffling him and protecting the revenue. If the *modus operandi* of this conflict, and the names of all persons thus employed, are to be published to the world, the whole force may as well be dismissed, and the smuggler left to pursue unmolested his profitable calling. What amount of revenue from customs would be realized under such a state of things, I shall not attempt to estimate, but leave to those who are disposed to try the experiment. In conclusion, it is but doing simple justice to the force employed to prevent smuggling to say that I do not believe that it has ever been so effectually prevented with so small a force, and at so little cost to the government, in any other country as has been done in the United States for the three or four years past, the fact being that it has absolutely cost the government nothing; the fines, penalties and forfeitures realized through its instrumentality having been largely in excess of the expense of its maintenance.

I have the honor to be, your obedient servant,

N. SARGENT,
Commissioner of Customs.

HON. HUGH McCULLOCH,
Secretary of the Treasury.

Sums paid special agents of the Treasury Department for the first and second quarters of the fiscal year commencing July 1, 1867.

Names.	Compensation.	Station.	Am't paid.	Remarks.
Frederick Carlisle	\$6 per day and 10 cents per mile travelling expenses	Detroit, Mich.	\$2,980 04	
J. C. Dutch	do	Savannah, Ga.	1,594 69	
Timothy Davis	do	Boston, Mass.	1,035 12	
Edward Hartley	do	Philadelphia, Penn.	2,247 40	
E. Stutsman	5 per day and 10 cents per mile travelling expenses	Dakota	641 42	
N. W. Bingham	6 per day and 10 cents per mile travelling expenses	Portland, Me.	1,693 56	
N. M. Curtis	6 per day and necessary travelling expenses	Ogdensburg, N. Y.	2,134 17	
W. M. McNall	6 per day and 10 cents per mile travelling expenses	Oswego, N. Y.	1,316 11	
G. W. Pinney	6 per day and necessary travelling expenses	Montana	372 00	
J. W. Bell	8 per day and necessary travelling expenses	Texas	1,959 45	
*Frederick Robie	6 per day and 10 cents per mile travelling expenses	Augusta, Maine.	1,217 73	
W. N. J. Godwin	do	Norfolk, Va.	1,588 54	
J. C. Harris	do	Louisiana	1,095 91	
H. H. Dudley	5 per day and necessary travelling expenses	New York city	754 26	
J. W. Taylor	9 per day and travelling expenses	St. Paul, Minn.	2,240 78	
Hollis White	6 per day and 10 cents per mile travelling expenses	Niagara Falls	1,920 80	
Rufus Leighton	9 per day and 10 cents per mile travelling expenses	San Francisco, Cal.		Statistics.
John B. Guthrie	6 per day and necessary expenses when on official business	Washington, D. C.		Paid at San Francisco, Cal. No account received.
Thomas J. Kinsella	6 per day and 10 cents per mile travelling expenses	Chicago, Ill.	2,201 57	
Israel T. Hatch	6 per day and necessary travelling expenses	Buffalo, N. Y.	956 00	Under resolution House Rep. July 9, 1866.
Moses McDonald	6 per day and 10 cents per mile travelling expenses	Boston, Mass.	1,876 75	
Samuel D. Jones	6 per day and necessary travelling expenses	New York city	2,069 00	
Benjamin Crawford	6 per day and 10 cents per mile travelling expenses	Philadelphia, Penn.	1,662 02	Steamboat acts.
Charles M. Plumb	6 per day and expenses when on official business	New York city	1,155 80	
S. A. Stimpson	1 per day	Michigan City, Ind.	65 00	In charge custom-house Michigan City, Indiana.
William Price	1 per day	Quincy, Ill.	184 00	In charge custom-house Quincy, Illinois.
A. F. Randal	6 per day and expenses when on official business	Texas	1,723 32	
Lewis Heyl	do	Philadelphia, Penn.	1,309 00	
William Bell	6 per day and 10 cents per mile travelling expenses		1,372 15	Sub-treasury, act August, 1846.
Simon Towle	8 per day and necessary travl. expenses when on official business		1,800 00	
O. G. Lobdell	6 per day and 10 cents per mile travelling expenses	New York city	1,457 00	
Thomas P. Morgan	do		1,260 00	
Redick McKee	6 per day and necessary travelling expenses	Nashville, Tenn.	974 83	
Henry S. Martin	6 per day and 10 cents per mile travelling expenses	Canton, Ohio	1,497 50	
William S. Dodge	6 per day and necessary travelling expenses	Sitka, Alaska	No account.	Paid in coin.
M. F. Bouzano	6 per day, when employed, and 5 cents per mile when on official business.	New Orleans, La.	1,317 20	In charge branch mint New Orleans.
R. R. S. Andros	6 per day and actual expenses when on official business.	Washington, D. C.	559 70	
*K. V. Whaley	6 per day and 10 cents per mile travelling expenses	Washington, D. C.	192 00	
Peter F. Wilson	do	New Orleans, La.	2,295 60	Act August 1846.
*Edward Sherburne	do	Fort Yuma, Cal.	1,138 00	
*James Winter	6 per day and necessary travelling expenses	Concord, N. H.	2,081 00	
*B. F. Prescott	6 per day and 10 cents per mile travelling expenses		1,262 70	
*John Fraser	do	New Bedford, Mass.	1,989 60	

ASSISTANT SPECIAL AGENTS.			
W. A. Newman.....	\$5 per day and necessary travelling expenses.....	Vermont.....	1,461 65
J. H. Wiggins.....	4 per day and necessary travelling expenses.....	South Carolina.....	948 13
*J. W. Quinn.....	6 per day and 10 cents per mile travelling expenses.....	San Francisco, Cal.....	No account.
William A. West.....	4 per day and necessary expenses, maximum, \$2,500.....	Philadelphia, Penn.....	466 39
H. C. Peaseley.....	3 per day and necessary travelling expenses.....	Portland, Maine.....	658 00
*Enoch Burnham.....	4 per day and necessary travelling expenses.....	.....	652 00
*James Fletcher.....	do.....	.....	124 00
*E. W. Usher.....	do.....	Philadelphia, Penn.....	268 00
*John F. Dequon.....	do.....	.....	135 77

* Not now in the service.

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
Washington, December 20, 1867.

SIR: In accordance with your request, indorsed on a copy of the resolution of the House of Representatives of November 21, I have the honor to submit herewith a statement showing the number of persons employed by this office "during the present fiscal year as special agents and detectives, their names, the compensation paid to each, the locality in which they have been employed, and the amounts they have charged for expenses."

You will perceive, from the recapitulation, that forty-five revenue inspectors are engaged as "transfer officers" in superintending the transportation of bonded spirits to and from the bonded warehouses.

Very respectfully,

E. A. ROLLINS, *Commissioner.*

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

REVENUE AGENTS.

Names.	Appointed from—	No. of days charged.	Rate of compensation per ann'm ch'ged.	Amount of compensation charged.	Expenses charged.	Amount paid.	Remarks.
Commager, H. S	Ohio	31	\$2,000 00	\$168 48	\$213 88	\$378 15	Died August 14, 1867.
Geiger, J. H	do	92	2,000 00	500 00	235 77	726 27	
Goodloe, D. S	Kentucky	123	3,000 00	1,002 72	342 90	1,312 20	Removed November 1, 1867.
Harwood, Sprigg.	Maryland	123	2,000 00	668 48	410 15	1,051 62	Office expenses \$2,939 06.
Hillyer, William S.	New York	123	2,000 00	668 48	.....	651 77	
Hinchman, T. W.	California	62	3,000 00	505 44	142 50	631 10	
Lawrence, H. C.	Illinois	123	2,000 00	668 48	606 87	1,258 04	
Letro, John	New Hampshire	123	2,000 00	668 48	493 12	1,144 89	
Luton, John S	New Jersey	45	2,000 00	336 96	111 25	280 20	Removed August 14, 1867.
Miller, John	Pennsylvania	123	2,000 00	668 48	43 39	695 16	
Parker, George H.	Iowa	40	2,000 00	271 74	409 71	591 90	Appointed September 12, 1867.
Richards, William	do	123	2,000 00	668 48	236 84	888 61	
Worthington, James T.	Ohio	1, 131	.....	6, 796 22	3, 246 38	9, 609 91	

SPECIAL AGENTS.

Names.	Appointed from—	Number of days in office.	Rate of compensation.	Amount of compensation.	Expenses.	Amount paid.	Remarks.
Augustein, Moritz*	New York	22	\$5 00	\$110 00	\$19 90	\$127 41	Appointed October 10, 1867, for sixty days.
Blaine, John E	Pennsylvania	123	5 00	615 00	250 42	851 53	
Brooks, James J	New Jersey	123	5 00	615 00	247 28	848 39	
Briggs, James A	New York	123	5 00	615 00	575 52	1,196 84	
Beales, Elias S	Massachusetts	123	†5 00	770 00	369 76	1,118 12	Ten dollars per day while operating in the southern States.
Babcock, H. B.	New York	53	5 00	265 00	44 88	267 43	
Brown, John W	Pennsylvania	42	5 00	210 00	7 00	212 26	Appointed Sept. 20, 1867, for one hundred and eighty days.
Cassell, R. T	Illinois	118	5 00	590 00	423 15	992 92	
Coupland, T. B*	Louisiana	45	5 00	225 00	32 76	251 68	Appointed September 17, 1867, for sixty days.
Cook, T. M.	Michigan	123	6 00	738 00	268 50	976 45	Removed December 31, 1867.
Cash, A. W.	New York	30	5 00	150 00	3 19	150 80	Appointed October 30, 1867, for thirty days.
Dawson, B. D.	Illinois	60	5 00	300 00	222 15	515 37	Appointed July 19, 1867, for sixty days; reappointed November 12, for ninety days.
Dunahaut, A	New York	105	4 00	420 00	16 50	432 30	
Dunbar, Richard	do	123	5 00	615 00	.....	601 11	
Dunn, James	Ohio	105	4 00	420 00	.....	415 80	
Erhardt, George B*	New York	34	5 00	170 00	.....	166 16	Resigned September 2, 1867.
Fosdick, C. R.	Ohio	102	5 00	510 00	220 79	719 27	Resigned October 5, 1867.

* Out of office.

† July, \$10.

Special agents—Continued.

Names.	Appointed from—	Number of days in office.	Rate of compensation.	Amount of compensation.	Expenses.	Amount paid.	Remarks.
Graff, M. L.*	Indiana.....	60	\$5 00	\$300 00	\$466 15	\$632 13	Appointed June 24, 1867, for sixty days.
Guyss, G. W.	Ohio.....	50	5 00	250 00	127 25	371 60	Resigned January 14, 1868.
Gilbert, W. H.*	Illinois.....	30	5 00	150 00	214 60	361 21	Appointed June 10, 1867, for sixty days.
Ganage, Samuel *	Louisiana.....				90 00	90 00	Appointed June 22, 1867, for thirty days.
Hunter, J. A.*	Ohio.....		Expenses only allowed.		132 88	132 88	Appointed June 10, 1867, for thirty days.
Hawley, Lucian	New York.....	123	5 00	615 00	469 30	1,070 41	
Hascall, Bailey	do.....	123	5 00	615 00	129 62	730 73	
Howenstein, W. M.	Ohio.....	62	4 00	148 00		244 10	
King, Amos B.*	Illinois.....	30	5 00	150 00	74 15	193 51	Appointed August 16, 1867, for 30 days.
Lane, Jonathan H.	Washington, D. C.	64	6 00	384 00	235 55	609 12	
Little, George L.	Indiana.....	123	5 00	615 00	667 87	1,268 98	
Martin, James S*	Georgia.....	30	5 00	150 00	173 14	291 87	Appointed November 2, 1867, for 30 days.
McKinley, F. T.	Maryland.....	123	4 00	492 00		484 26	Removed January 20, 1868.
Olds, Justin H.	Illinois.....	22	5 00	110 00	99 45	206 96	Appointed April 25, 1867, for 90 days.
Prime, Wm. T.	Maryland.....	85	5 00	425 00	72 45	487 85	
Perrin, E. O.	New York.....	123	5 00	615 00	469 45	920 36	
Pinkney, S. R.	do.....	59	5 00	295 00	18 22	280 47	Appointed September 13, 1867.
Simmons, W. A.	Massachusetts	123	4 00	492 00	277 65	758 91	
Stagg, Cornelius*	New York.....	84	5 00	420 00	408 50	819 01	Appointed May 31, 1867, for 150 days.
Stone, George B.*	Illinois.....	30	5 00	150 00	179 15	229 81	Appointed September 23, 1867, for 30 days.
Tracy, M. D.	New York.....	123	5 00	615 00	260 23	860 44	
Walton, J. H.	Pennsylvania.....	44	5 00	220 00	111 20	237 41	
Weed, J. D.	Florida.....	82	5 00	410 00	548 40	946 64	
Weeks, B. F.*	New York.....	47	5 00	235 00	23 36	247 96	Appointed Sept. 6, 1867, for 90 days; dismissed Oct. 21, 1867.
Wiggin, E. R.	Maine.....	123	6 00	738 00	743 90	1,460 16	Appointed May 18, 1867, for nine months.
Presbrey, Otis F.	New York.....	123	5 00	615 00	543 82	1,119 98	
Total.....		3,240		16,763 00	9,238 09	24,888 44	

* Out of office.

List of clerks in the Office of Internal Revenue detailed as special agents, from July 1 to November 25, 1867.

Name.	Where detailed.	Date.	Expenses.	Amount paid.
Kimball, Israel	To Baltimore	July 2	\$4 22	\$4 22
Apple, C.	do	do	96 38	96 38
Harris, John C.	To New York	July 15	20 40	20 40
Judith, J. F.	do	August 2	172 50	172 50
Johnson, A. B.	To Ohio and Kentucky	August 5	242 53	242 53
Doolittle, S. P.	To Richmond, Va.	August 23	24 50	24 50
Lofty, J. C.	To Indiana	September 14	70 00	70 00
Tompkins, E.	To Maryland	October 8	44 69	44 69
Kimball, Israel	To Boston and Portsmouth	October 25	67 61	67 61
Total			742 83	742 83

REVENUE INSPECTORS.

Name.	Where employed.	In or out of office.	Days charged.	Rate of compensation.	Compensation charged.	Expenses charged.	Amount paid.	Remarks.
MAINE.								
A. Haines	1st, 2d and 3d districts	In	104	\$4 00	\$416 00	\$152 12	\$560 96	
Joseph Carr	4th and 5th districts	do	106	4 00	424 00	81 94	501 70	
NEW HAMPSHIRE.								
E. Vaughan	3d district	In	83	4 00	332 00	198 34	542 65	
VERMONT.								
D. L. Lyman	State	In	87	4 00	348 00	292 78	637 30	
MASSACHUSETTS.								
Augustus Beals	2d district	In	104	4 00	416 00	246 66	637 29	Removed January 20, 1868.
George Ames	3d and 4th district	do	105	4 00	420 00	19 68	435 37	
S. W. Hopkinson	6th district	do	86	4 00	344 00	104 20	444 76	
John Upton	9th district	do	81	4 00	324 00	115 90	436 66	
W. S. Lincoln	8th district	do	48	4 00	192 00	14 75	207 03	
John Dixey	5th district	do	102	4 00	408 00	92 15	497 07	
C. M. Horton	3d and 4th districts	do	96	4 00	384 00	49 56	413 28	
William Plumer	6th and 7th districts	do	106	4 00	424 00	217 25	645 01	

Revenue inspectors—Continued.

Name.	Where employed.	In or out of office.	Days charged.	Rate of compensation.	Compensation charged.	Expenses charged.	Amount paid.	Remarks.
J. K. Hayes	State.	In...	78	\$4 00	\$312 00	\$36 09	\$327 05	
J. D. Sanborn	1st to 6th districts	do.	96	4 00	384 00	.....	380 16	
F. E. Sanderson	3d and 4th districts	Out.	74	4 00	296 00	.....	293 04	Dismissed October 31, 1867.
J. L. H. Low	3d district	In...	27	4 00	108 00	.....	106 92	Transfer officer.
B. O'Kane	3d district	do.	27	4 00	108 00	.....	106 92	Removed January 20, 1868.
F. M. Dickerson, jr.	3d and 4th districts	do.	38	4 00	152 00	.....	114 84	Transfer officer.
C. C. Dunbar	4th district	do.	.....	.....	.....	.....	.....	Appointed transfer officer October 28, 1867.
J. N. Barbour	4th district	do.	.....	.....	.....	.....	.....	Appointed transfer officer October 28, 1867.
RHODE ISLAND.								
R. G. Lewis	1st district	In...	78	4 00	312 00	35 85	456 33	
CONNECTICUT.								
F. M. Lovejoy	2d district	In...	105	4 00	420 00	114 55	575 88	
L. G. Goodrich	1st district	do.	12	4 00	48 00	18 00	61 56	
H. T. Hoyt	4th district	do.	49	4 00	196 00	113 65	307 69	
NEW YORK.								
A. L. Pierce	17th district	In...	.....	4 00	.....	.....	.....	Performed duty but rendered no bill.
G. H. Lynch	21st district	do.	105	4 00	420 00	6 13	421 93	
A. W. Cable	12th district	do.	96	4 00	384 00	243 44	624 08	
B. T. Simmons	18th district	do.	20½	4 00	82 00	41 21	132 39	
William G. Carr	14th and 15th districts	do.	105	4 00	420 00	179 55	595 55	
Charles J. Grady	2d to 9th and 32d dists.	do.	53	4 00	212 00	7 38	217 26	Removed August 31, 1867.
John J. Allen	1st, 2d and 3d districts	do.	27	4 00	108 00	.....	102 96	
H. Blodget	29th district	do.	102	4 00	408 00	100 81	511 11	
J. J. Lamoree	22d district	do.	56	4 00	224 00	209 35	373 55	
R. H. Wilbur	10th and 12th districts	do.	52	4 00	208 00	208 40	413 32	
Isaac S. Youngs	11th district	do.	43	4 00	172 00	57 87	228 15	
Henry T. Noyes	23d to 27th district	do.	94	4 00	376 00	263 34	635 58	
P. C. Hagar	26th and 27th districts	do.	76	4 00	304 00	165 57	398 77	
L. P. Hulburd	2d to 9th and 32d dists.	Out.	105	4 00	420 00	56 15	471 95	Removed August 31, 1867.
Otis Cole	28th district	In...	13	4 00	52 00	.....	51 48	
T. M. Cutting	30th district	do.	.....	.....	.....	.....	.....
Jacob Springstead	9th to 15th district	do.	61	4 00	244 00	325 25	566 81	Appointed transfer officer November 1, 1867.
John J. Anderson	2d to 9th, and 32d dist's	Out.	43	4 00	172 00	.....	170 28	Detailed to inspect breweries in New York, Iowa, Illinois and Ohio. Suspended.
Enoch P. Breed	do.	do.	78	4 00	312 00	.....	308 88	Appointed special agent.
Isaac Harvey	N. Y. city and Brooklyn	In...	.....	4 00	.....	.....	.....	Removed October 31, 1867.
E. P. Norton	do.	do.	101	4 00	404 00	.....	399 96	Worked, but sent in no bills.

William Johnson.....	do.....	do.....	105	4 00	420 00	.....	415 80
M. E. Randall.....	do.....	do.....	98	4 00	392 00	.....	388 08
Thomas Barrows.....	do.....	do.....	105	4 00	420 00	9 06	432 12
Robert Harding.....	do.....	do.....	94	4 00	376 00	26 55	399 79
J. P. Norris.....	do.....	do.....	104	4 00	416 00	3 15	414 99
Joseph F. Darling.....	do.....	do.....	105	4 00	420 00	18 03	433 83
Peregrine White.....	do.....	do.....	101	4 00	404 00	46 84	446 80
M. Hennessy.....	do.....	do.....	105	4 00	420 00	.....	415 80
C. A. Harned.....	do.....	do.....	101	4 00	404 00	.....	399 96
S. W. Harned.....	do.....	Out.....	22	4 00	88 00	.....	87 12
Thomas S. Hamblin.....	do.....	6th district.....	77	4 00	308 00	.....	304 92
William Connor.....	do.....	N. Y. city and Brooklyn.....	105	4 00	420 00	21 66	436 02
David Lichtenheim.....	do.....	do.....	26	4 00	104 00	4 64	107 60
Cyrus A. Mead.....	do.....	do.....	98	4 00	392 00	57 32	462 45
William R. Dunning.....	do.....	1st, 2d, and 3d districts.....	105	4 00	420 00	.....	420 80
E. J. C. Coop.....	do.....	N. Y. city and Brooklyn.....	27	4 00	108 00	.....	106 92
D. M. Barnes.....	do.....	do.....	105	4 00	420 00	12 92	428 72
E. P. Abbott.....	do.....	do.....	105	4 00	420 00	25 90	441 66
C. L. Burnett.....	do.....	do.....	65	4 00	260 00	54	257 94
T. J. Conaty.....	do.....	do.....	109	4 00	436 00	164 16	594 30
Luther Horton.....	do.....	do.....	105	4 00	420 00	97 20	513 00
Frank Whitney.....	do.....	do.....	78	4 00	312 00	.....	308 88
S. C. Boynton.....	do.....	do.....	52	4 00	208 00	15 40	221 40
J. W. Leggett.....	do.....	do.....	98	4 00	392 00	.....	388 08
H. L. Jewett.....	do.....	do.....	63	4 00	252 00	28 29	277 77
Septimus Cobb.....	do.....	do.....	106	4 00	424 00	34 73	450 53
F. Cocheu.....	do.....	2d and 3d districts.....	72	4 00	288 00	65 66	345 83
G. L. Catlin.....	do.....	do.....	84	4 00	336 00	19 38	352 02
S. Hambricht.....	do.....	1st, 2d, and 3d districts.....	57	4 00	228 00	19 34	245 06
R. C. Morgan.....	do.....	N. Y. city and Brooklyn.....	106	4 00	424 00	34 55	454 31
H. C. Marston.....	do.....	do.....	104	4 00	416 00	82 79	488 42
William H. Steiner.....	do.....	do.....	105	4 00	429 00	72 83	488 63
A. N. Lewis.....	do.....	do.....	100	4 00	400 00	.....	396 00
G. D. Kellogg.....	do.....	do.....	98	4 00	392 00	45 18	429 16
L. P. Stafford.....	do.....	do.....	105	4 00	420 00	7 02	422 82
J. F. Messmore.....	do.....	do.....	78	4 00	312 00	12 31	316 63
E. B. Rollins.....	do.....	do.....	93	4 00	372 00	38 67	406 95
C. S. Storms.....	do.....	do.....	17	4 00	68 00	6 08	72 40
J. W. Matteson.....	do.....	Out.....	61	4 00	244 00	.....	241 56
M. C. Fordham.....	do.....	32d district.....	79	4 00	316 00	.....	312 84
Joseph Bement.....	do.....	do.....	105	4 00	420 00	.....	415 80
B. F. Seeva.....	do.....	N. Y. city and Brooklyn.....	101	4 00	404 00	.....	392 04
F. F. Reynolds.....	do.....	do.....	105	4 00	420 00	19 32	435 12
James Ryan.....	do.....	do.....	35	4 00	140 00	1 76	140 36
Joseph Watson.....	do.....	do.....	105	4 00	420 00	44 98	400 30
R. P. Duncan.....	do.....	In.....	78	4 00	312 00	5 65	277 89
W. Krzyanowski.....	do.....	do.....	51	4 00	204 00	.....	197 00
J. W. Stiles.....	do.....	do.....	51	4 00	204 00	.....	190 08
W. H. Barrows.....	do.....	do.....	46	4 00	184 00	16 30	188 14
James Boyle.....	do.....	In.....	105	4 00	420 00	.....	415 80
Joseph Dickinson.....	do.....	do.....	99	4 00	396 00	8 00	400 04
S. L. Macomber.....	do.....	do.....	106	4 00	424 00	26 17	408 24

Resigned September 30, 1867.

Performed some service in Kentucky and Ohio.

Performed service in 30th district also.

Resigned January 1, 1868.

Removed July 20, 1867.

Transfer officer. Resigned September 10, 1867.

Transfer officer. Removed January 25, 1868.

Transfer officer. Removed January 25, 1868.

Appointed June 3, 1867, for two hundred and ten days.

Transfer officer.

Appointed June 14, 1867, for 60 days.

Appointed June 28, 1867, for 90 days.

Appointed July 5, 1867, for 60 days.

Appointed July 6, 1867, for 60 days.

Transfer officer. Removed Jan. 25, 1868.

Transfer officer. Removed Jan. 25, 1868.

Revenue inspectors—Continued.

Names.	Where employed.	In or out of office.	Days charged.	Rate of compensation.	Compensation charged.	Expenses charged.	Amount paid.	Remarks.
John Howard.....	N.Y. city and Brooklyn.	In...	85	\$4 00	\$340 00	\$45 22	\$381 64	Removed Aug. 16, 1867.
Bernard Hess.....	do	Out	24	4 00	96 00	16 72	106 96	Detailed for duty in Ohio.
E. B. Edwards.....	do	In...	75	4 00	300 00	22 52	319 52	Transfer officer. Removed Jan. 25, 1868.
Henry Gould.....	32d district	do	68	4 00	272 00		269 28	
Willett Ferguson.....	N.Y. city and Brooklyn.	do	79	4 00	316 00	16 95	329 79	
James Sherlock.....	do	do	77	4 00	308 00		300 96	
H. C. Marston.....	do	do	104	4 00	416 00	82 79	488 42	
Knox McAfee.....	8th district	Out	40	4 00	160 00		158 40	Appointed Sept. 10, 1867, for 90 days.
E. F. Thorne.....	Metropolitan	In...	43	4 00	172 00	18 44	188 73	Removed Dec. 31, 1867.
N. B. Royal.....	do	Out	41	4 00	164 00	16 92	179 28	Appointed Sept. 30, 1867, for 90 days.
J. W. Hull.....	do	In...	42	4 00	168 00	25 60	192 02	
John Ricker.....	N.Y. city and Brooklyn.	Out	51	4 00	204 00		201 96	Removed Aug. 1, 1867.
Samuel Hepburn.....	32d district	In...	43	4 00	172 00		146 52	Transfer officer. Removed Jan. 25, 1868.
J. A. Ashley.....	Metropolitan	Out	36	4 00	144 00	16 84	159 40	Appointed Sept. 20, 1867, for 90 days.
A. H. Doty.....	N.Y. city and Brooklyn.	In...	35	4 00	140 00	9 20	147 80	
J. W. Edsall.....	do	do	27	4 00	108 00	8 35	115 27	
James Whiting.....	3d district	do	27	4 00	108 00	6 56	113 48	Transfer officer.
Wm. B. Ripley.....	6th district.	do	27	4 00	108 00	7 53	110 22	Removed Jan. 25, 1868.
Henry Flagg.....	9th district.	do	26	4 00	104 00		102 96	Transfer officer.
Thomas Nolan.....	do	do	26	4 00	104 00		102 96	Transfer officer.
Nicholas Fisher.....	do	Out	27	4 00	108 00		106 92	Transfer officer. Resigned Nov. 21, 1867.
George Jenkins.....	Metropolitan	do	13	4 00	52 00		51 48	Appointed Oct. 2, 1867, for 90 days.
John J. Halpin.....	32d district	In...	20	4 00	80 00		79 20	Transfer officer. Removed Jan. 25, 1868.
Geo. T. Walsh.....	Metropolitan	Out	23	4 00	92 00	18 39	109 47	Appointed Oct. 3, 1867, for 60 days.
F. A. Dowd.....	do	In...	23	4 00	92 00	10 61	101 69	Appointed Oct. 3, 1867, for 161 days.
L. C. Bartlett.....	do	Out	20	4 00	80 00	9 10	88 30	Appointed Oct. 4, 1867, for 60 days.
J. P. Carroll.....	do	In...	24	4 00	96 00	16 21	111 25	Appointed Oct. 4, 1867, for 117 days.
E. J. Fowle.....	do	Out	26	4 00	104 00		102 96	Appointed Oct. 2, 1867. Resigned Nov. 30, 1867.
W. A. Smith.....	5th district.	In...	9	4 00	36 00		35 64	Transfer officer.
S. Shangle.....	Metropolitan	do	17	4 00	68 00		76 72	Appointed Oct. 9, 1867, for 90 days.
Michael St. George.....	32d district.	Out	15	4 00	60 00		59 40	Appointed transfer officer Oct. 9; removed Nov. 27, 1867.
L. D. Cunningham.....	Metropolitan	In...	20	4 00	80 00		79 20	Appointed Sept. 13, 1867.
Richard J. Newman.....	3d district	do	20	4 00	80 00		72 12	Appointed transfer officer Oct. 12, 1867.
D. Murray.....	Metropolitan	do	11	4 00	44 00		43 56	Appointed Oct. 19, 1867, for 60 days.
T. J. Carter.....	do	In...	70	4 00	280 00	15 97	293 17	Appointed Oct. 12, 1867.
Hiram Joy.....	1st district.	do						Appointed transfer officer Nov. 28, 1867.
Peter Larkin.....	6th district	do						Appointed transfer officer Oct. 29, 1867; removed Jan. 25, '68.
J. E. Bendix.....	2d to 9th, and 32d dist's.	do	71	4 00	284 00	23 36	308 48	
Almon Merwin.....	21st dist., (N. Y. city)	do	21	4 00	84 00	3 16	86 32	
Luke Clark.....	Metropolitan district.	do	11	4 00	44 00	35 71	4 03	Appointed October 23, 1867, for ninety days.
R. V. Miller.....	2d dist., (N. Y. c'y & Br'n)	do	11	4 00	44 00		43 56	Appointed transfer officer October 25, 1867.
S. Giberson.....	2d district	do	18	4 00	72 00		20 64	Appointed transfer officer October 26, 1867.
W. A. Lynch.....	2d to 9th and 32d dist's.	Out	53	4 00	212 00	84	209 88	Removed August 31, 1867.

Chas. M. Parker.....	Metropolitan district.....	do.....	9	4 00	36 00	.....	19 80	Appointed October 26, 1867, for thirty days.
A. H. Brooks.....	do.....	In.....	102	4 00	408 00	10 60	414 52	Appointed May 25, 1867, for 12 months; detailed to work in Ohio.
J. D. McHenry.....	do.....	do.....	19	4 00	76 00	.....	84 49	Removed August 31, 1867.
Robert Hunt.....	N. Y. city and Brooklyn.	Out.....	53	4 00	212 00	.....	209 88	
NEW JERSEY.								
H. M. Burnett.....	5th district.....	In.....	97	4 00	388 00	35 16	419 28	
Henry Haworth.....	do.....	do.....	102	4 00	408 00	56 29	460 21	
J. F. Mitchell.....	3d district.....	do.....	96	4 00	384 00	115 45	495 53	
W. H. Van Nortwick.....	1st and 2d districts.....	do.....	76	4 00	304 00	12 42	313 38	
H. C. Plumer.....	1st district.....	do.....	72	4 00	216 00	138 13	351 15	
C. F. Glen.....	5th district.....	do.....	56	4 00	224 00	.....	221 76	
H. Young.....	1st to 5th district.....	do.....	64	4 00	256 00	30 30	283 74	
Samuel Morrow.....	5th district.....	Out.....	9	4 00	36 00	18 55	52 19	Resigned July, 1867.
J. R. Williams.....	State.....	do.....	105	4 50	420 00	30 42	446 22	
PENNSYLVANIA.								
Enos Smedley.....	7th district.....	Out.....	102	4 00	408 00	51 74	455 66	Removed November 30, 1867.
George Keyser.....	22d district.....	In.....	105	4 00	420 00	.....	431 13	
Theodore F. Straub.....	2d and 3d districts.....	Out.....	103	4 00	412 00	38 43	456 31	Resigned November 1, 1867.
L. Biting.....	1st to 5th district.....	do.....	68	4 00	272 00	14 50	283 78	Removed September 20, 1867.
Joseph Moore.....	do.....	do.....	63	4 00	252 00	.....	249 48	Resigned September 30, 1867.
D. A. Wertz.....	16th district.....	do.....	30	4 00	120 00	136 49	265 29	Resigned September 30, 1867.
A. J. Michener.....	1st to 5th district.....	do.....	65	4 00	260 00	36 85	296 53	Resigned September 15, 1867.
William A. Nicholls.....	18th district.....	In.....	28	4 00	112 00	85 57	196 45	
Daniel D. George.....	1st to 5th district.....	Out.....	21	4 00	84 00	19 99	103 15	Removed July 17, 1867.
H. L. Woolf.....	do.....	In.....	105	4 00	420 00	.....	415 80	
T. B. Mansfield.....	12th district.....	do.....	105	4 00	420 00	76 00	491 85	
C. C. Johnson.....	20th district.....	do.....	103	4 00	412 00	251 20	659 08	
S. N. Eminger.....	15th district.....	do.....	86	4 00	344 00	173 00	513 56	
J. O. Tobias.....	1st to 5th district.....	do.....	105	4 00	420 00	10 50	424 30	
J. G. Donnelly.....	do.....	do.....	105	4 00	420 00	6 75	422 55	
William Hellman.....	1st, 2d, and 3d districts.....	Out.....	63	4 00	252 00	9 65	259 13	Removed September 12, 1867.
J. B. Henderson.....	9th and 14th districts.....	In.....	90	4 00	360 00	201 27	557 67	Removed January 20, 1868.
William Walker.....	21st district.....	do.....	70	4 00	280 00	194 84	470 54	
G. H. Woodward.....	1st to 5th district.....	Out.....	63	4 00	252 00	.....	249 48	Removed September 20, 1867.
William J. Byrnes.....	do.....	In.....	105	4 00	420 00	29 82	445 62	
John A. Keenan.....	do.....	do.....	105	4 00	420 00	19 05	440 30	
James Ghegan.....	do.....	do.....	103	4 00	412 00	18 50	426 38	
William H. Gilpin.....	do.....	do.....	107	4 00	428 00	23 63	447 35	
S. S. Hollingsworth.....	do.....	do.....	107	4 00	428 00	9 50	433 16	Appointed June 2, 1867, for two hundred and seventy days.
C. W. Wood.....	do.....	do.....	106	4 00	424 00	131 30	467 51	
John W. Barnes.....	do.....	do.....	82	4 00	328 00	131 18	455 90	
C. W. Mead.....	20th district.....	do.....	82	4 00	328 00	157 10	481 82	Appointed August 24, 1867, for six months.
William P. Westervelt.....	do.....	do.....	104	4 00	416 00	23 75	435 59	Appointed September 2, 1867, for sixty days.
O. T. Gillman.....	1st to 5th district.....	In.....	51	4 00	204 00	16 80	218 76	Appointed September 14, 1867, for thirty days and re-appointed November 22, 1867, for thirty days.
L. B. Cole.....	do.....	do.....	11	4 00	44 00	1 00	44 56	Appointed September 6, 1867, for one hundred and fifty days.
Jacob Ziegler.....	19th and 20th district.....	do.....	.....	4 00	116 00	.....	119 84	Appointed September 21, 1867.
C. J. Dougherty.....	1st to 5th district.....	do.....	29	.....	.....	5 00	.....

Revenue inspectors—Continued.

Name.	Where employed.	In or out of office.	Days charged.	Rate of compensation.	Compensation charged.	Expenses charged.	Amount paid.	Remarks.
M. Einstein.	1st to 5th district.	In.	31	\$4 00	\$124 00	\$12 23	\$131 26	Appointed September 17, 1867.
J. E. Diehl.	2d district.	do.	27	4 00	108 00	.....	106 92	Appointed transfer officer September 28, 1867.
A. Stimel.	do.	do.	27	4 00	108 00	.....	106 92	do
H. L. Taggart.	1st to 5th district.	do.	27	4 00	108 00	5 86	112 78	Appointed September 28, 1867.
John Kline.	do.	do.	27	4 00	108 00	6 75	113 67	do
Jesse Johnson.	do.	do.	27	4 00	108 00	7 25	114 17	do
John Shisler.	2d district.	do.	25	4 00	100 00	.....	99 00	Appointed transfer officer October 2, 1867.
S. D. Franklin.	1st to 5th district.	do.	25	4 00	100 00	6 00	105 00	Appointed September 30, 1867.
William H. Obey.	22d district.	do.	11	4 00	44 00	.....	43 56	Appointed transfer officer October 3, 1867.
D. S. Atkinson.	21st district.	do.	9½	4 00	38 00	23 50	61 12	Appointed transfer officer October 9, 1867.
A. H. Shaw.	do.	do.	5	4 00	20 00	10 25	30 05	Appointed transfer officer October 15, 1867.
Israel Ruff.	do.	do.	7	4 00	28 00	25 40	38 22	Appointed transfer officer October 14, 1867.
John H. Inness.	1st to 5th district.	do.	.....	.....	.....	.....	.....	Appointed September 28, 1867.
D. Deyarmon.	21st district.	do.	.....	.....	.....	.....	.....	Appointed October 16, 1867.
John P. Williams.	21st and 24th districts.	do.	105	4 00	420 00	30 42	446 22	Appointed October 25, 1867.
A. Shehan.	1st to 5th district.	do.	.....	.....	.....	.....	.....	Appointed October 29, 1867, for ninety days.
J. F. Gleason.	1st district.	do.	.....	.....	.....	.....	.....	Appointed transfer officer November 1, 1867.
Jos. L. McNeill.	do.	do.	.....	.....	.....	.....	.....	do
William A. Lowry.	23d district.	do.	.....	.....	.....	.....	.....	do
H. R. Irvin.	do.	do.	.....	.....	.....	.....	.....	Appointed November 6, 1867.
MARYLAND.								
J. F. Sbarretts.	3d district.	do.	105	4 00	420 00	73 35	282 23	Removed September 21, 1867.
George W. Peacock.	do.	Out.	42	4 00	288 00	6 75	291 87	
Daniel Ames.	4th district.	In.	88	4 00	352 00	251 24	574 16	
J. T. Schley.	3d district.	do.	105	4 00	420 00	.....	415 80	Appointed July 20, 1867, for sixty days. Appointed August 5, 1867, for sixty days.
John R. Brown.	5th district.	Out.	13	4 00	52 00	21 52	73 00	
A. J. Larnier.	2d and 3d districts.	do.	49	4 00	196 00	.....	194 04	
DISTRICT OF COLUMBIA.								
M. H. N. Kendig.	.....	Out.	13	4 00	52 00	4 42	55 90	Resigned July 16, 1867.
J. W. Lord.	.....	In.	93	4 00	372 00	56 03	424 31	Appointed July 16, 1867.
C. A. Foster.	.....	do.	13	4 00	52 00	94 36	135 34	App'd Oct. 16, 1867, for ninety days, to operate in cotton States.
Charles Case.	.....	Out.	.....	.....	.....	76 25	76 25	Appointed October 15, 1867. Resigned. No salary.
Samuel Strong.	.....	do.	36	4 00	144 00	11 94	154 50	Appointed June 12, 1867, for sixty days.
VIRGINIA.								
C. T. Barry.	2d district.	In.	105	4 00	420 00	223 95	593 12	Appointed June 12, 1867, for sixty days.
T. K. Church.	7th district.	do.	98	4 00	392 00	351 23	227 05	
T. W. Roche.	3d and 4th districts.	do.	92	4 00	368 00	57 00	421 02	

J. H. Clements	1st, 2d, and 3d districts	do.	82	4 00	328 00	114 95	439 67	Appointed July 19, 1867.
C. S. Jones	3d district	Out	51	4 00	204 00	226 25	428 21	Appointed August 9, 1867, for sixty days.
C. E. Dibble	5th district	In	33	4 00	132 00	75 50	206 18	Appointed September 11, 1867.
W. H. Kohrer	3d and 4th districts	do.						Appointed September 19, 1867.
H. S. Merrell	do	do.	54	4 00	216 00		245 84	
F. L. Sarmento	do	do.						Appointed November 7, 1867, for ninety days.
C. F. Williamson	2d district	do.						Appointed transfer officer November 11, 1867.
WEST VIRGINIA.								
H. W. Crothers	1st district	In	82	4 00	328 00	121 12	447 84	
KENTUCKY.								
Alexander Hogeland	5th district	In	74	4 00	296 00	584 65	853 64	
E. K. Owsley	1st district	do.	88	4 00	352 00	174 53	523 01	
F. Wolcott	6th district	do.	106	4 00	424 00	235 67	645 43	
G. C. West	7th district	do.	105	4 00	420 00	442 60	857 70	
W. A. Sassen	2d district	do.						Appointed October 3, 1867, for three months.
E. W. Johnston	5th district	do.	22	4 00	88 00		87 12	Appointed transfer officer October 3, 1867.
N. C. Lawrence	3d district	do.	15	4 00	60 00	34 00	92 40	Appointed October 1, 1867.
Thomas Boyd	6th district	do.	8	4 00	32 00	50	31 68	Appointed transfer officer October 9, 1867.
H. H. Wayman	do	do.	12	4 00	48 00	5 00	52 52	Appointed transfer officer October 8, 1867.
William P. Koper	do	do.	12	4 00	48 00	10 00	47 52	Appointed transfer officer October 10, 1867.
J. H. Tompkins	do	do.						Appointed transfer officer October 18, 1867.
MISSOURI.								
J. E. Ashcroft	1st district	Out	27	4 00	108 00	17 25	124 17	Appointed revenue agent August 3, 1867.
Joshua Thorne	6th district	In	92	4 00	368 00	172 90	537 22	Appointed June 24, 1867.
OHIO.								
W. H. B. Sands	11th district	In	89	4 00	356 00	223 60	576 14	
O. H. Binkley	4th and 5th districts	do.	84½	4 00	338 00	208 81	541 43	
John R. Miner	9th and 10th districts	Out	105	4 00	420 00	415 90	823 40	
R. J. Bennett	14th, 16th, and 17th dists.	In	104	4 00	416 00	247 40	659 24	Resigned November 27, 1867.
C. F. Baldwin	13th district	do.	98	4 00	392 00	262 50	620 58	
F. F. Kempel	12th district	do.	1	4 00	4 00		3 96	
Benjamin Robinson	1st district	do.	72	4 00	288 00		289 08	
George S. Jenkins	1st and 2d districts	Out	13	4 00	52 00		51 48	Appointed July 30, 1867, for thirty days.
Isaac Buckingham	18th district	In	52	4 00	208 00	84 00	289 92	
E. G. Penn	6th district	do.	34	4 00	136 00	123 10	254 08	
H. Kimber	1st and 2d districts	do.	105	4 00	420 00	192 50	608 30	
E. S. Richards	do	do.	70	4 00	280 00	103 63	363 47	
C. W. White	do	do.	74	3 00	222 00		222 00	Appointed transfer officer July 6, 1867.
Thos. N. Patterson	do	do.	69	3 00	207 00		206 31	Appointed transfer officer July 6 and removed October 20, 1867.
J. H. Dollahan	2d Ohio and 4th Indiana	In	95	4 00	380 00	85 49	461 70	Appointed July 8, 1867.
H. Beek	1st and 2d districts	Out						Appointed July 6, 1867, for sixty days.
John J. Musson	4th district	In	86	4 00	344 00	127 40	259 08	
W. H. Bartholomew	19th district	do.	5½	4 00	218 00	116 88	332 70	Appointed July 23, 1867.
J. S. Wilson	3d district	do.	9	4 00	36 00	38 81	74 45	Appointed September 10, 1867.

Revenue inspectors—Continued.

Name.	Where employed.	In or out of office.	Days charged.	Rate of compensation.	Compensation charged.	Expenses charged.	Amount paid.	Remarks.
Alex. McConnell.....	18th district.....	Out.....	29	\$4 00	\$116 00	\$16 70	\$171 14	Resigned September 1, 1867.
C. S. Burns.....	1st district.....	In.....	27	4 00	108 00	.....	106 92	Appointed transfer officer October 1, 1867.
B. Campbell.....	do.....	do.....	15	4 00	69 00	.....	59 40	Appointed transfer officer October 2, 1867.
A. B. Cole.....	11th district.....	do.....	27	4 00	108 00	98 40	171 84	Appointed October 4, 1867.
Albert Lewis.....	1st and 2d districts.....	do.....	19	4 00	76 00	.....	84 49	Appointed October 10, 1867, for ninety days.
INDIANA.								
M. M. Lacey.....	5th district.....	In.....	84	4 00	336 00	144 11	412 33	Removed August 10, 1867.
William Flynn.....	9th district.....	Out.....	26	4 00	104 00	56 40	159 36	Removed August 1, 1867.
James Mahan.....	3d district.....	do.....	9	4 00	36 00	7 70	43 34	
G. W. Wilson.....	4th and 6th districts.....	In.....	93	4 00	372 00	5 20	400 82	
James T. Bryer.....	9th district.....	do.....	100	4 00	400 00	211 65	607 65	
Z. M. P. Hand.....	8th district.....	Out.....	14	4 00	56 00	30 58	85 99	Removed September 30, 1867.
E. Q. Orr.....	3d district.....	In.....	49	4 00	196 00	130 50	324 54	Appointed August 30, 1867.
John Bush.....	4th district.....	do.....	4	4 00	16 00	.....	15 84	Appointed transfer officer October 4, 1867.
Rufus Raymond.....	do.....	do.....	1	4 00	4 00	.....	3 96	Appointed transfer officer October 10, 1867.
ILLINOIS.								
R. M. Pearson.....	3d district.....	do.....	25	4 00	100 00	30 35	129 35	
S. Wilkinson.....	5th and 8th districts.....	do.....	4	4 00	16 00	.....	15 84	
Isaac J. Richmond.....	12th district.....	do.....	34	4 00	136 00	7 90	148 54	
T. C. Moore.....	2d district.....	do.....	39	4 00	156 00	56 80	211 24	
R. C. Stevens.....	6th district.....	do.....	104	4 00	416 00	167 15	578 99	
William T. Dunlap.....	16th district.....	Out.....	17	4 00	68 00	70 05	30 05	Appointed special agent October 26, 1867.
D. E. Williams.....	4th district.....	In.....	99	4 00	396 00	198 00	590 07	Resigned December 21, 1867.
William M. Bandy.....	7th district.....	Out.....	97	4 00	388 00	165 15	549 27	
C. D. Townsend.....	1st district.....	In.....	104	4 00	416 00	148 70	600 24	
E. H. Wilson.....	do.....	do.....	97	4 00	388 00	101 50	485 62	
S. B. Marks.....	13th district.....	do.....	24	4 00	96 00	55 80	149 84	Removed after December 31, 1867.
Isaac N. Buck.....	1st to 6th and 8th districts.....	Out.....	105	4 00	420 00	172 65	586 45	
F. P. Slisson.....	5th district.....	In.....	63	4 00	252 00	88 45	346 23	
John Pyatt.....	10th district.....	do.....	19	4 00	76 00	77 90	153 14	Appointed August 10 and November 13, 1867, for sixty days.
R. W. Townsend.....	9th district.....	do.....	25	4 00	100 00	51 70	131 20	Appointed transfer officer October 1, 1867.
J. C. Henderson.....	5th district.....	do.....	90	4 00	360 00	201 27	557 67	
MICHIGAN.								
M. H. Webster.....	1st district.....	Out.....	99	4 00	396 00	.....	392 04	Removed August 31, 1867.
C. O. Thompson.....	4th district.....	In.....	30½	4 00	122 00	142 80	263 58	
C. O. Loomis.....	2d, 3d, and 4th districts.....	do.....	54	4 00	216 00	163 55	428 39	Appointed March 25, 1867, for nine months.

Revenue inspectors—Continued.

Name.	Where employed.	In or out of office.	Days charged.	Rate of compensation.	Compensation charged.	Expenses charged.	Amount paid.	Remarks.
TENNESSEE.								
Wm. Clotworthy	5th district	In...	102	\$5 00	\$510 00	\$89 25	\$791 83	\$5 per day from November 2, 1867.
T. O. Crawford	4th district.	do...	93	4 00	372 00	212 95	459 99	
G. D. Foster.	3d, 4th, and 5th districts.	do...						Appointed August 23, 1867. Appointed September 24, 1867.
James Jones.	1st and 2d districts	do...	26	4 00	104 00	31 65	134 01	
R. W. Porter	6th district.	do...	57	4 00	228 00	233 55	449 27	
J. E. Stacey.	5th, 6th, 7th, and 8th dist's	do...	31	4 00	124 00	177 40	297 76	
NORTH CAROLINA.								
Thomas T. Best.	5th and 6th districts	Out.	20	4 00	80 00	54 50	128 74	Appointed June 28, 1867, for sixty days.
ARKANSAS.								
H. R. Newcomb	2d district	In...	10	4 00	40 00	18 00	53 64	
MISSISSIPPI.								
A. R. Smith	2d district	Out.	62	4 00	248 00	163 00	327 52	Appointed July 20, 1867, for ninety days.
FLORIDA.								
Thomas Leddy	State.	In...	34	4 00	136 00	135 00	269 64	

RECAPITULATION.

Number of revenue agents now on duty.....	11
Number of revenue agents who have died since June 30, 1867.....	1
Number of revenue agents who have been removed since June 30, 1867..	2
Amount charged by revenue agents as salary.....	\$6,796 22
Amount charged by revenue agents as expenses.....	6,185 44

Total amount charged by revenue agents as salary and expenses. 12,981 66

Amount paid to revenue agents as salary and expenses..... 12,548 97

Number of special agents now on duty	24
Number of special agents who have resigned since June 30, 1867.....	4
Number of special agents who have been removed.....	3
Number of special agents whose commissions expired by limitation.....	13
Amount charged by special agents as salary.....	\$16,547 00
Amount charged by special agents as expenses.....	9,238 09

Total amount charged by special agents as salary and expenses. 25,785 09

Amount paid to special agents as salary and expenses..... 24,888 44

Nine clerks from this office have been detailed for special duty in various localities, at an expense of \$742 83.

Number of days' service performed by revenue inspectors, 18,808½.

Amount charged as salary by revenue inspectors.....	\$78,052 00
Amount charged as expenses by revenue inspectors.....	20,387 01

Total amount charged as salary and expenses by revenue inspectors..... 98,449 01

Total amount paid as salary and expenses to revenue inspectors. 95,773 16

Of the whole number of revenue inspectors 104 report to the metropolitan revenue board, and 25 report to the Philadelphia revenue board, and 45 revenue inspectors are detailed to supervise the transportation of bonded goods and report to the collectors of the various districts for which they are appointed.

The reports of 53 revenue inspectors which are on file in this office show that they have added to the revenue between June 30 and November 30, 1867, \$823,782 19.

Number of revenue inspectors who were on duty at any time between June 30 and December 1, 1867.....	316
Number of revenue inspectors who had commissions without limit as to time between these dates.....	235
Number of revenue inspectors whose commissions are limited as to time..	38
Number of revenue inspectors who have been detailed to superintend the transfer of bonded goods.....	75
Number of revenue inspectors who have resigned	18
Number of revenue inspectors who have been removed	41
Number of revenue inspectors who have been detailed to work in other than the districts for which they were appointed.....	7

Number of revenue inspectors who have performed service at any time during this period, but have rendered no bills therefor	23
The number of inspectors acting as transfer officers who will be dropped when the bill forbidding the transportation of spirits in bond passes.....	75
The number of inspectors under the jurisdiction of the metropolitan revenue board at New York city	86
The number of inspectors under the jurisdiction of the revenue board at Philadelphia	39

[Extract from Commissioner Rollins's letter of December 21, 1867.]

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
December 21, 1867.

SIR: I have the honor to acknowledge the receipt of the resolution of the House of Representatives, passed November 26, at the instance of Hon. Mr. Judd, calling for information relative to the employment of "secret special agents" by the Treasury Department, and which was referred to this office for answer, so far as its affairs were therein concerned.

In reply, I have to say that there are no "secret special agents" under the orders of this office. There are, however, several persons who are engaged upon work of such character that it is necessary for their names and their employment to be unknown to those persons whose affairs they are required to examine.

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
Washington, January 30, 1868.

SIR: Referring to my letter of December 20, in answer to your request endorsed on a copy of a resolution of the House of Representatives of November 21, I have the honor to say that the number of revenue inspectors and special agents is daily increasing.

The passage of the act of January 11, prohibiting the removal of spirits in bond, has made the further retention of those revenue inspectors who were detailed to superintend the removal of such spirits, and who were known as transfer officers, unnecessary.

There were on the books of this office between seventy and eighty of such officers at the time of the passage of that bill. Their number is being daily reduced, and it is hoped that at an early day the whole number can be dispensed with.

There are eighty-six revenue inspectors employed within the jurisdiction of the metropolitan revenue board of New York, which includes the cities of New York and Brooklyn, and part of the State of New Jersey. There are thirty-nine revenue inspectors employed within the jurisdiction of the revenue board of Philadelphia, which comprises the first five districts of Pennsylvania.

Arrangements are now being made to dispense with a large number of those officers. There are at the present writing in the internal revenue service three hundred and twenty-two revenue inspectors. It is hoped that within ten days nearly one hundred of these officers will be discontinued.

I am, sir, your obedient servant,

E. A. ROLLINS,
Commissioner.

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
Washington, January 30, 1868.

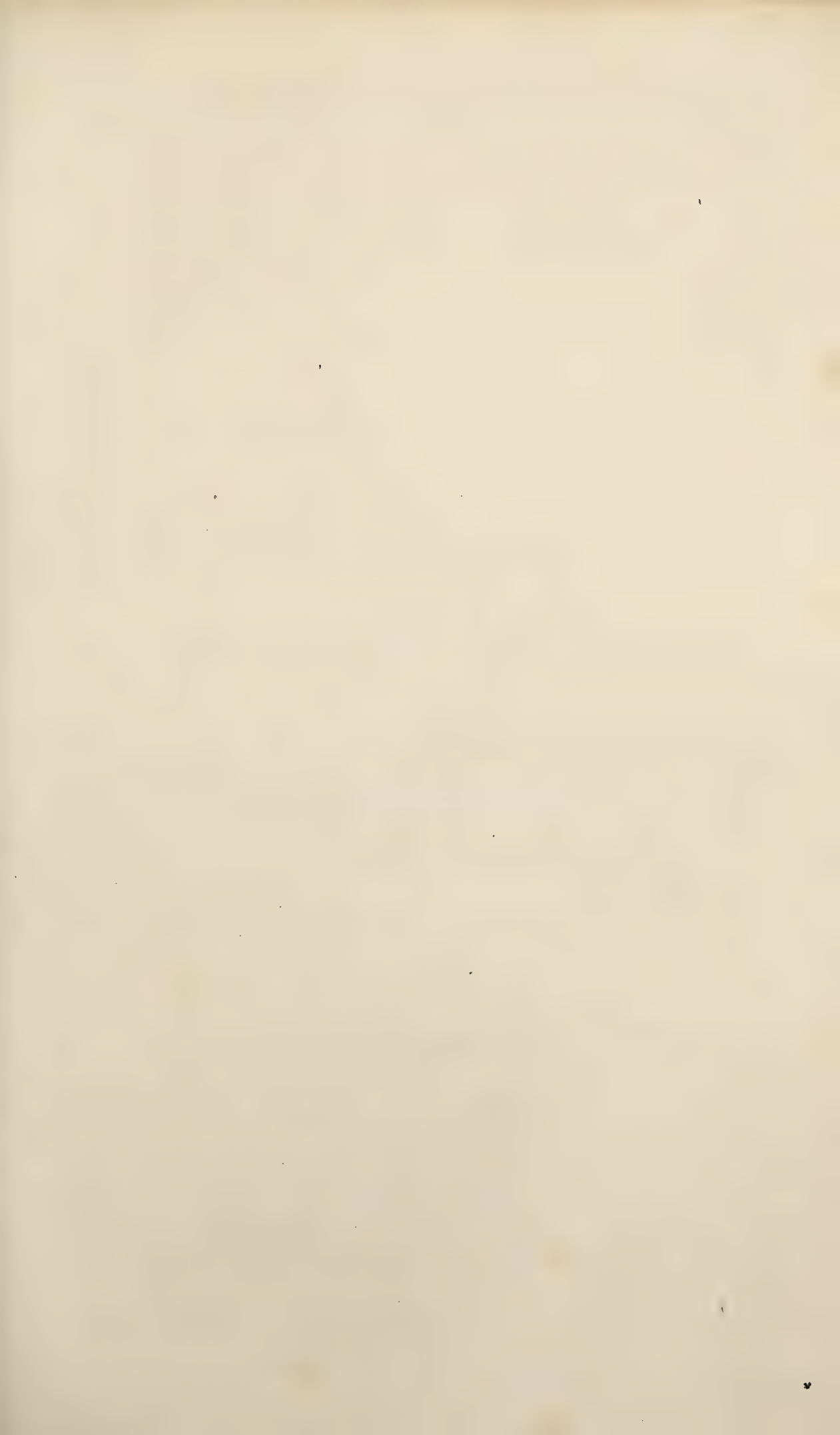
SIR: Referring to my letter of December 21, in answer to your request indorsed on a copy of the resolution of the House of Representatives, passed No-

vember 26, calling for information relative to the employment of secret special agents by the Treasury Department, I have the honor to say that at this time there is no person in the employment or under the direction of this office who is a secret special agent.

I am, sir, your obedient servant,

E. A. ROLLINS, *Commissioner.*

Hon. HUGH McCULLOCH,
Secretary of the Treasury.



CONTRACTS BY ORDNANCE DEPARTMENT.

LETTER
FROM
THE SECRETARY OF WAR,
TRANSMITTING

A statement of contracts and purchases made by the ordnance department during 1867, and of the quartermasters' department from the 1st to the 31st of December, 1867.

FEBRUARY 4, 1868.—Laid on the table and ordered to be printed.

WAR DEPARTMENT,
Washington City, February 4, 1868.

SIR: In compliance with the acts of April 21, 1808, and March 3, 1809, I have the honor to transmit herewith a statement showing the contracts and purchases made by the ordnance department during the year 1867.
Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

Statement of contracts made by the ordnance department during the year ending December 31, 1867.

Names of contractors.	Articles contracted for.	Place of delivery.	Price, per piece or pound.	Amount.	Contract.	
					Date.	Termination.
Sharp's Rifle Manufacturing Co.	To alter Sharp's carbines.	Hartford, Conn.	\$4 50	.....	Nov. 2, 1867	.....
J. T. Stockbridge....	Tearing down Washington penitentiary.	.....	.....	\$7, 500 00	Sept. 30, 1867	Jan. 7, 1868.
Heintzleman, Wise & Burd.	Building magazine at Washington, D. C.	.....	.....	12, 403 00	Nov. 5, 1867	Jan. 6, 1868

A. B. DYER,
Brevet Major General, Chief of Ordnance.

*Statement of purchases made by the Chief of Ordnance, under the direction of
fifth section of the act for the establishment and regulation*

Date.	From whom purchased.	Residence.	Articles purchased.
Jan. 2, 1867	Charles Knap.....	Pittsburg, Pa....	1,134 10-inch shells 114,761 lbs..
Jan. 24, 1867	do.....	do.....	12 10-inch Rodman guns
Jan. 24, 1867	do.....	do.....	do.....
Feb. 27, 1867	do.....	do.....	do.....
Mar. 13, 1867	do.....	do.....	do.....
Mar. 13, 1867	do.....	do.....	6 10-inch Rodman guns
April 10, 1867	do.....	do.....	1,000 10-inch shells 101,000 lbs..
Sept. 5, 1867	do.....	do.....	153 13-inch shot 44,195 lbs..
Sept. 5, 1867	do.....	do.....	Turning the above
Sept. 28, 1867	do.....	do.....	44 13-inch shot 12,707 lbs..
Sept. 28, 1867	do.....	do.....	Turning the above
Sept. 28, 1867	do.....	do.....	876 10-inch shells 87,600 lbs..
Feb. 26, 1867	Cyrus Alger & Co	Boston, Mass....	11 10-inch Rodman guns
Feb. 26, 1867	do.....	do.....	148 15-inch shot 67,192 lbs..
Mar. 30, 1867	do.....	do.....	280 15-inch shot 126,980 lbs..
Jan. 7, 1867	Samuel J. Reeves.....	Philadelphia, Pa..	15 3-inch wrought-iron guns.....
Jan. 25, 1867	Fitch, Van Vechten & Co.	New York, N. Y..	200,000 metallic cartridges..... per M..
Feb. 21, 1867	do.....	do.....	Cases
Feb. 21, 1867	do.....	do.....	100,000 metallic cartridges..... per M..
Feb. 21, 1867	do.....	do.....	Cases
Jan. 11, 1867	Seyfert, McManus & Co..	Reading, Pa.....	17 10-inch Rodman guns
Jan. 16, 1867	do.....	do.....	1 10-inch Rodman gun
Jan. 16, 1867	do.....	do.....	Charges
Jan. 17, 1867	do.....	do.....	3 10-inch Rodman guns
Jan. 17, 1867	do.....	do.....	Proving
Feb. 20, 1867	do.....	do.....	750 10-inch shot 95,250 lbs..
Feb. 20, 1867	do.....	do.....	750 10-inch shells 75,375 lbs..
April 5, 1867	do.....	do.....	11 10-inch Rodman guns
Jan. 8, 1867	E. Remington & Sons....	Ilion, N. Y.....	Spare parts of small-arms
Jan. 25, 1867	Miles Greenwood	Cincinnati, Ohio..	Repairing small-arms
Jan. 25, 1867	do.....	do.....	do.....
Jan. 25, 1867	do.....	do.....	27 rifle-muskets
Jan. 3, 1867	Robert P. Parrott.....	Cold Spring, N. Y..	9 10-inch Rodman guns
Jan. 29, 1867	do.....	do.....	2 10-inch Rodman guns
Feb. 9, 1867	do.....	do.....	4 10-inch Rodman guns
Feb. 21, 1867	do.....	do.....	do.....
Jan. 30, 1867	Colt's Fire-arms Co	Hartford, Conn..	Spare parts of small-arms.....
Mar. 9, 1867	Spencer Rifle Co.....	Boston, Mass....	Spare parts of small-arms.....
Feb. 8, 1867	Phoenix Iron Co	Phoenixville	250 15-inch I beams 265,675 lbs..
Feb. 26, 1867	do.....	do.....	100 15-inch I beams 106,270 lbs..
April 4, 1867	do.....	do.....	250 15-inch I beams 265,675 lbs..
April 9, 1867	do.....	do.....	200 15-inch I beams 212,540 lbs..
May 2, 1867	do.....	do.....	175 15-inch I beams 185,972 lbs..

the Secretary of War, during the year 1867, furnished in compliance with the of the War Department, approved March 3, 1869.

Price.	Amount.	Date of order.	To whom delivered.	Place of delivery.	Date of delivery.
\$0 06½	\$7, 172 56	Oct. 13, 1864	Major McAllister.....	Pittsburg, Pa.....	Dec. 27, 1866.
1, 650 00	19, 800 00	June 12, 1866	.....do.....	.....do.....	Jan. 9, 1867.
1, 650 00	19, 800 00	June 12, 1866	.....do.....	.....do.....	Jan. 9, 1867.
1, 650 00	19, 800 00	June 12, 1866	.....do.....	.....do.....	Feb. 19, 1867.
1, 650 00	19, 800 00	June 12, 1866	.....do.....	.....do.....	Feb. 26, 1867.
1, 650 00	9, 900 00	June 12, 1866	.....do.....	.....do.....	Feb. 28, 1867.
06½	6, 312 50	May 22, 1865	.....do.....	.....do.....	April 2, 1867.
05½	2, 541 21	Oct. 25, 1866	.....do.....	.....do.....	April 15, 1867.
01½	662 92	Oct. 25, 1866	.....do.....	.....do.....	April 15, 1867.
05½	730 65	Oct. 25, 1865	Captain Morgan, ordnance storekeeper.....	.....do.....	Sept. 17, 1867.
01½	190 60	Oct. 25, 1865	.....do.....	.....do.....	Sept. 17, 1867.
06½	5, 475 00	May 22, 1865	.....do.....	.....do.....	Sept. 17, 1867.
	112, 185 44				
1, 650 00	18, 150 00	June 12, 1866	Major McAllister.....	Boston, Mass.....	Feb. 21, 1867.
07	4, 703 44	June 21, 1866	.....do.....	.....do.....	Feb. 21, 1867.
07	8, 888 60	June 21, 1866	.....do.....	.....do.....	March 25, 1867.
	31, 742 04				
*450 00	6, 738 00	Oct. 28, 1864	Major McAllister.....	Phoenixville, Pa...	Jan. 3, 1867.
19 50	3, 900 00	Oct. 22, 1866	Colonel S. Crispin.....	New York, N. Y...	Jan. 21, 1867.
.....	150 00	Oct. 22, 1866	.....do.....	.....do.....	Jan. 21, 1867.
19 50	1, 950 00	Oct. 22, 1866	.....do.....	.....do.....	Feb. 16, 1867.
.....	75 00	Oct. 22, 1866	.....do.....	.....do.....	Feb. 16, 1867.
	6, 075 00				
1, 650 00	28, 050 00	June 12, 1866	Major McAllister.....	Reading, Pa.....	Jan. 5, 1867.
.....	1, 650 00	June 12, 1866	.....do.....	.....do.....	Dec. 31, 1866.
.....	685 85	June 12, 1865	.....do.....	.....do.....	Dec. 31, 1866.
1, 665 00	4, 995 00	Oct. 13, 1865	.....do.....	.....do.....	Jan. 5, 1867.
.....	65 72	Oct. 13, 1865	.....do.....	.....do.....	Jan. 5, 1867.
05½	5, 476 87	May 22, 1865	.....do.....	.....do.....	Feb. 13, 1867.
06½	4, 710 94	May 22, 1865	.....do.....	.....do.....	Feb. 13, 1867.
1, 650 00	18, 150 00	June 12, 1866	.....do.....	.....do.....	March 29, 1867.
	63, 784 38				
.....	97 15	Dec. 29, 1866	Major McAllister.....	Ilion, N. Y.....	Jan. 8, 1867.
.....	2, 101 35				March 17, 1863.
.....	2, 269 20				Sept. 4, 1862.
.....	243 00				Sept. 4, 1862.
	4, 613 55				
1, 650 00	14, 850 00	June 12, 1866	Major McAllister.....	Cold Spring, N. Y..	Dec. 31, 1866.
1, 650 00	3, 300 00	June 12, 1866	.....do.....	.....do.....	Jan. 24, 1867.
1, 650 00	6, 600 00	June 12, 1866	.....do.....	.....do.....	Jan. 30, 1867.
1, 650 00	6, 600 00	June 12, 1866	.....do.....	.....do.....	Feb. 15, 1867.
	31, 350 00				
.....	551 31	Dec. 28, 1866	Major McAllister.....	Hartford, Conn....	Jan. 23, 1867.
.....	1, 995 53	Dec. 19, 1866	Major McAllister.....	Boston, Mass.....	Jan. 24, 1867.
06	15, 940 50	Nov. 22, 1866	Major McAllister.....	Phoenixville.....	Feb. 5, 1867.
06	6, 376 20	Nov. 22, 1866	.....do.....	.....do.....	Feb. 22, 1867.
06	15, 940 50	Nov. 22, 1866	.....do.....	.....do.....	March 30, 1867.
06	12, 752 40	Nov. 22, 1866	.....do.....	.....do.....	April 6, 1867.
06	11, 158 32	Nov. 22, 1866	.....do.....	.....do.....	April 29, 1867.
	62, 167 92				

*80 cents on each gun deducted for sight holes not drilled and tapped.

CONTRACTS BY ORDNANCE DEPARTMENT.

Statement of purchases made by the Chief of Ordnance, under

Date.	From whom purchased.	Residence.	Articles purchased.
April 4, 1867	Horatio Ames	Falls Village, Conn	Reaming and rifling 1 gun
Mar. 20, 1867	Jacob Goldmark	New York, N. Y.	250,000 metallic cartridges
Mar. 20, 1867	.....do.....	.....do.....	Cases
April 3, 1867	.....do.....	.....do.....	400,000 metallic cartridges
April 3, 1867	.....do.....	.....do.....	Cases
July 5, 1867	.....do.....	.....do.....	350,000 metallic cartridges
July 5, 1867	.....do.....	.....do.....	Cases
Mar. 26, 1867	Bennington Powder Co...	Bennington, Vt ..	Making powder-bags
May 1, 1867	Talbot, Jones & Co	Indianapolis, Ind.	5 $\frac{1}{2}$ -inch Gatling guns.....
May 1, 1867	.....do.....	.....do.....	Spare parts and cases.....
May 1, 1867	.....do.....	.....do.....	2 1-inch Gatling guns.....
May 1, 1867	.....do.....	.....do.....	Spare parts and cases.....
July 8, 1867	.....do.....	.....do.....	5 $\frac{1}{2}$ -inch Gatling guns.....
July 8, 1867	.....do.....	.....do.....	Spare parts and cases.....
July 8, 1867	.....do.....	.....do.....	3 1-inch Gatling guns.....
July 8, 1867	.....do.....	.....do.....	Spare parts and cases.....
July 16, 1867	.....do.....	.....do.....	18 $\frac{1}{2}$ -inch Gatling guns.....
July 16, 1867	.....do.....	.....do.....	Spare parts and cases.....
Aug. 1, 1867	.....do.....	.....do.....	15 $\frac{1}{2}$ -inch Gatling guns.....
Aug. 1, 1867	.....do.....	.....do.....	Spare parts and cases.....
Aug. 15, 1867	.....do.....	.....do.....	10 1-inch Gatling guns.....
Aug. 15, 1867	.....do.....	.....do.....	Spare parts and cases.....
Aug. 15, 1867	.....do.....	.....do.....	7 $\frac{1}{2}$ -inch Gatling guns.....
Aug. 15, 1867	.....do.....	.....do.....	Spare parts and cases.....
Aug. 31, 1867	.....do.....	.....do.....	35 1-inch Gatling guns.....
Aug. 31, 1867	.....do.....	.....do.....	Spare parts and cases.....
May 27, 1867	Dickson & Zane	Philadelphia, Pa .	1,904 3-inch time fuze shells*
May 27, 1867	.....do.....	.....do.....	920 3-inch case shot*
May 27, 1867	.....do.....	.....do.....	80 4.5-inch percussion shells*
May 27, 1867	.....do.....	.....do.....	264 5.5-inch case shot*
May 27, 1867	.....do.....	.....do.....	Cases and 3,168 fuze plugs.....
Sept. 6, 1867	David Smith	New York, N. Y.	2 batteries Bellinghurst and Requa guns
Sept. 6, 1867	.....do.....	.....do.....	5,000 cartridges
Sept. 6, 1867	.....do.....	.....do.....	4,800 cartridges
Sept. 2, 1867	.....do.....	.....do.....	550 cartridge clamps.....
Oct. 5, 1867	Vicente Remero	New Mexico	12 rifles, &c.....
Oct. 5, 1867	Ysidro Sais	New Mexico	19 rifles, &c.....
Oct. 5, 1867	José Serafin Ramires.....	New Mexico	19 rifles.....
			Saddles, bridles, &c
			25 pounds powder

* Absterdam projectiles.

WAR DEPARTMENT, Ordnance Office, January 7, 1868.

the direction of the Secretary of War, &c.—Continued.

Price.	Amount.	Date of order.	To whom delivered.	Place of delivery.	Date of delivery.
.....	\$300 00	Nov. 17, 1866	Major McAllister	Falls Village, Conn.	March 21, 1867.
\$19 50	4,875 00	Oct. 22, 1866	Colonel Silas Crispin	New York, N. Y...	March 6, 1867.
.....	187 50	Oct. 22, 1866	.....do.....	.....do.....	March 6, 1867.
19 50	7,800 00	Oct. 22, 1866	.....do.....	.....do.....	March 28, 1867.
.....	300 00	Oct. 22, 1866	.....do.....	.....do.....	March 28, 1867.
19 50	6,825 00	Oct. 22, 1866	.....do.....	.....do.....	May 2, 1867.
.....	262 50	Oct. 22, 1866	.....do.....	.....do.....	May 2, 1867.
.....	20,250 00				
.....	1,235 54	June 14, 19, '65	Captain Theodore Edson ...	Bennington, Vt	May, 1864, 1865.
1,500 00	7,500 00	Aug. 24, 1866	Major McAllister	Hartford, Conn	April 20, 1867.
.....	143 60	Aug. 24, 1866	.....do.....	.....do.....	April 20, 1867.
2,000 00	4,000 00	Aug. 24, 1866	.....do.....	.....do.....	April 20, 1867.
.....	18 00	Aug. 24, 1866	.....do.....	.....do.....	April 20, 1867.
1,500 00	7,500 00	Aug. 24, 1866	Major J. G. Benton .....	.....do.....	June 24, 1867.
.....	131 15	Aug. 24, 1866	.....do.....	.....do.....	June 24, 1867.
2,000 00	6,000 00	Aug. 24, 1866	.....do.....	.....do.....	June 24, 1867.
.....	103 68	Aug. 24, 1866	.....do.....	.....do.....	June 24, 1867.
1,500 00	27,000 00	Aug. 24, 1866	.....do.....	.....do.....	July 13, 1867.
.....	481 14	Aug. 24, 1866	.....do.....	.....do.....	July 13, 1867.
1,500 00	22,500 00	Aug. 24, 1866	.....do.....	.....do.....	July 24, 1867.
.....	402 45	Aug. 24, 1866	.....do.....	.....do.....	July 24, 1867.
2,000 00	20,000 00	Aug. 24, 1866	.....do.....	.....do.....	Aug. 7, 1867.
.....	353 60	Aug. 24, 1866	.....do.....	.....do.....	Aug. 7, 1867.
1,500 00	10,500 00	Aug. 24, 1866	.....do.....	.....do.....	Aug. 8, 1867.
.....	186 61	Aug. 24, 1866	.....do.....	.....do.....	Aug. 8, 1867.
2,000 00	70,000 00	Aug. 24, 1866	.....do.....	.....do.....	Aug. 23, 1867.
.....	1,237 60	Aug. 24, 1866	.....do.....	.....do.....	Aug. 23, 1867.
.....	178,057 83				
1 45	2,760 80	Sept. 26, 1864	Major McAllister	Philadelphia, Pa ...	Dec. 23, 1864.
1 75	1,610 00	Sept. 26, 1864	.....do.....	.....do.....	Dec. 23, 1864.
3 00	240 00	Sept. 26, 1864	.....do.....	.....do.....	Dec. 23, 1864.
4 00	1,056 00	Sept. 26, 1864	.....do.....	.....do.....	Dec. 23, 1864.
.....	1,384 00	Sept. 26, 1864	.....do.....	.....do.....	Dec. 23, 1864.
.....	7,050 80				
1,000 00	2,000 00	July 14, 1864	Major General B. F. Butler.	New York, N. Y...	July 24, 1864.
25 00	120 00	July 14, 1864	.....do.....	.....do.....	July 24, 1864.
40 00	192 00	July 14, 1864	.....do.....	.....do.....	July 24, 1864.
40 00	220 00	July 14, 1864	.....do.....	.....do.....	July 24, 1864.
.....	2,532 00				
.....	192 00				Feb. 1, 1862.
.....	297 00				Feb. 1, 1862.
20 00	380 00		Captain M. Ramires	New Mexico	Feb. 1, 1862.
.....	383 75		.....do.....	.....do.....	Feb. 1, 1862.
1 50	37 50		.....do.....	.....do.....	Feb. 1, 1862.
.....	801 25				

A. B. DYER,
Brevet Major General, Chief of Ordnance.

Summary statement of ordnance and ordnance stores paid for by the ordnance department during the year ending December 31, 1867.

Articles.	Price.	Amount.
CLASS 1.—Cannon.		
15 3-inch wrought-iron guns.....	\$6, 738 00	
116 10-inch Rodman guns.....	192, 196 57	
50 $\frac{1}{2}$ -inch Gatling guns.....	76, 344 95	
50 1-inch Gatling guns.....	101, 712 88	
2 Bellinghurst & Requa batteries.....	2, 000 00	
1 7-inch gun bored up to 8 inches.....	300 00	
		\$372, 292 40
CLASS 4.—Projectiles.		
750 10-inch shot..... 95, 250 lbs.....	5, 476 87	
428 15-inch shot..... 194, 172 lbs.....	13, 592 04	
197 13-inch shot..... 56, 902 lbs.....	4, 125 38	
3,760 10-inch shell..... 378, 736 lbs.....	23, 671 00	
1,904 3-inch Absterdam time fuze shells.....	2, 760 80	
920 3-inch Absterdam case-shot.....	1, 610 00	
80 4.5-inch Absterdam percussion shell.....	240 00	
264 4.5-inch Absterdam case-shot, (cases included).....	1, 608 00	
		53, 084 09
CLASS 6.—Small-arms.		
Repairing small-arms.....	4, 370 55	
27 rifle muskets.....	243 00	
50 sporting rifles.....	869 00	
		5, 482 55
CLASS 7.—Accoutrements and equipments.		
Saddles, bridles, horse blankets, &c.....		383 75
CLASS 8.—Ammunition, powder, &c.		
1,300,000 metallic cartridges, calibre .58.....	26, 325 00	
9,800 Bellinghurst and Requa cartridges.....	212 00	
Powder.....	37 50	
CLASS 9.—Miscellaneous.		
Making powder bags, &c.....		1, 235 54
CLASS 10.		
Spare parts of small-arms.....	2, 643 99	
975 15-inch I beams.....	62, 167 92	
3.168 Absterdam fuze plugs.....	832 00	
550 cartridge clamps for Bellinghurst and Requa gun.....	220 00	
		65, 863 91
		532, 016 74

A. B. DYER,

Brevet Major General, Chief of Ordnance.

WAR DEPARTMENT, Ordnance Office, January 7, 1868.

JOHN T. COX.

LETTER
FROM
THE SECRETARY OF WAR,
TRANSMITTING

Report relative to the military service of J. T. Cox, late quartermaster first regiment home guards.

FEBRUARY 4, 1868.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT,
Washington, February 4, 1868.

SIR: In reply to the inquiry of the chairman of the Committee on Military Affairs, under date of January 23, I have the honor to send herewith a report by the Adjutant General, dated the 31st ultimo, respecting the military service of John T. Cox, late quartermaster first regiment Indian home guards.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
January 31, 1868.

The letter of Hon. J. A. Garfield, chairman of the Military Committee House of Representatives, requesting information and copies of certain papers relative to the case of John T. Cox, is herewith respectfully returned to the Secretary of War, with the following report:

He was appointed first lieutenant and regimental quartermaster first Indian home guards December 27, 1862; accepted the same February 11, 1863, and, irregularly—not having been mustered in—entered upon duty as such March 1, 1863. On the rolls of the field and staff of said regiment for March and April, 1863, he is reported: "Regimental quartermaster—present for duty; appointed by the President, and assigned to duty by Special Order No. 78, dated headquarters eighth and ninth districts, department of Missouri, February 28, 1863." The roll for May and June, 1863, reports him: "Present for duty. Taken up on the rolls by order of Colonel Phillips, having been dropped without authority by Adjutant Gillpatrick, and absent on detached service by Special Orders No. 73." That for July and August, 1863, reports him: "On detached service, eighth and ninth, department of Missouri, since July 7, 1863." That for September and October, 1863, reports S. S. Prouty, regimental quartermaster, present for duty; "Returned to duty in pursuance of Special Order No. 21, headquarters department of the frontier, July 15, 1863."

The regiment had another person (S. S. Prouty) for quartermaster at the date Cox was appointed, and when the department became aware of that fact (see papers marked 1, 2, and 3) his appointment was revoked, by Special Order No. 150, paragraph 6, from this office, dated April 1, 1863, (copy herewith, marked 4,) which order was received at the regiment on or before June 6, 1863. (See paper marked 5.)

He was never mustered into the service as first lieutenant and regimental quartermaster, first regiment Indian home guards. S. S. Prouty was mustered into the service in that grade in said regiment, to date June 21, 1862, and was paid as such for the period (March 1 to September 22, 1863) for which Mr. Cox claims pay as such.

His claim was refused by letter from this office, dated March 4, 1867. (Copy herewith, marked 10.)

Copies of the following papers are transmitted herewith :

1. The papers upon which the appointment of John T. Cox as first lieutenant and regimental quartermaster first regiment Indian home guards was revoked. (Marked 1, 2, and 3.)

2. Copy of Special Order No. 150, paragraph 6, series of 1863, from this office, revoking said appointment. (Marked 4.)

3. Letter of Major General J. G. Blunt, dated June 30, 1863, transmitting a letter of Colonel W. A. Phillips, with an indorsement of H. Z. Curtis, assistant adjutant general, thereon. (Marked 5, 6, and 7.)

4. Letter from this office in reply to General Blunt's, dated July 14, 1863. (Marked 8.)

5. A statement of the facts in his case by John T. Cox. (Marked 9.)

6. Letter from this office refusing the claim, dated March 4, 1867. (Marked 10.)

E. D. TOWNSEND,

Assistant Adjutant General.

No. 1.

CAMP JOHN ROSS, McDONALD COUNTY, MISSOURI,

February 11, 1862.

SENATOR: The last mail to the headquarters of the third brigade, first division, army of the frontier, brought an appointment from the Secretary of War to John T. Cox, the appointment being that of quartermaster of the first Indian regiment, bearing date December 25, 1862.

You doubtless remember that, through your efforts, (for which I am greatly your debtor,) I was appointed to same position on the 21st day of last June. I immediately, upon my arrival in Kansas, reported to my regiment for duty, and have been occupied in the capacity of quartermaster of the same ever since, and am still discharging the duties. My returns to Washington have been promptly sent, and I am not aware of any reason that should cause my supersedure. If you will be so kind as to inform me what this (to me incomprehensible) business means, I will remain, as ever,

Very respectfully, your obedient servant,

S. S. PROUTY,

First Lieut. and R. Q. M. First Regiment I. H. G.

Hon. J. H. LANE,

United States Senator, Washington, D. C.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

January 29, 1868

Official :

THOMAS M. VINCENT, A. A. G.

No. 2.

IN THE FIELD, ON MARCH,
NEAR HILDEBRANT'S MILL, CHEROKEE NATION,

February 11, 1863.

DEAR GENERAL : Enclosed find my acceptance as first lieutenant and quartermaster of first regiment Indian brigade.

Lieutenant Prouty is holding commission for the same place, under date of June —, 1862; consequently there is no vacancy, unless Prouty may have been promoted, which is the general impression here, though no official evidence has come to hand.

Some questions might arise, growing out of what I suppose to be a clerical error. The appointment reads, "John S. Cox;" it should be John T. Cox. If the matter can be corrected of record, I will return the appointment I now hold for a corrected copy.

I shall be with the command at Camp John Ross, Missouri, in a few days, and will forthwith send my official oath.

I would have preferred the quartermastership in the second regiment; indeed, I was expecting it; but I am informed that a petition is secretly circulated, proposing the promotion of the present major, M. B. Wright, to the colonelcy. Should that find its indorsement by the department, I am confident that most of the white commissioned officers would resign.

The promotion of G. W. Dole is received with universal favor.

Feeling many lasting obligations to you for your interest in my behalf, I have the honor to be your obedient servant,

JOHN T. COX.

Hon. J. H. LANE.

P. S.—If acceptance all right, present same, and oblige.

J. T. COX.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

January 29, 1868.

Official :

THOMAS M. VINCENT, A. A. G.

No. 3.

WASHINGTON CITY, *March 23, 1863.*

SIR : Some time since Mr. Prouty was appointed quartermaster of the first Indian home guards, and entered upon the discharge of his duties. Recently one "Cox" was appointed to the same place. I suppose the mistake has occurred by filling up Cox's appointment with the wrong number. It was not designed to supersede Prouty; and if you find there is no place to put "Cox," "Cox" must be revoked—although it is hoped that you *can* find a place for "COX."

Yours, truly,

J. H. LANE.

Major VINCENT,

Assistant Adjutant General.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

January 29, 1868.

Official :

THOMAS M. VINCENT, A. A. G.

No. 4.

[Special Orders No. 150.—Extract.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

April 1, 1863.

VI. * * * The appointment of John T. Cox, lieutenant and regimental quartermaster first Indian brigade, of date December 27, 1862, is hereby revoked, there being no vacancy for him when appointed.

By order of the Secretary of War :

E. D. TOWNSEND,
Assistant Adjutant General.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

January 29, 1868.

Official :

THOMAS M. VINCENT, *A. A. G.*

No. 5.

HEADQUARTERS INDIAN BRIGADE,

Fort Blunt, C. N., June 6, 1863.

SIR: I desire to write a few words in the case of (Quartermaster) Lieutenant John Cox.

Lieutenant Cox is an excellent officer and a good man, and there appears to be danger that he will be lost to the service through an accident. He received an appointment as quartermaster of the first Indian regiment from the President and accepted it. Under your order, a copy of which he presented, he reported to me. As it was last winter, and Lieutenant Prouty, of the first, was with the command, I did not know what to make of it and refused to assign Cox.

Lieutenants Prouty and Cox came to me subsequently (together) and both joined in the request that I would relieve Prouty and assign Cox at the end of the month, which I did, as both assured me the change was, in their judgment, *bona fide*; I directed Prouty to report to you.

A communication has just been received from the Adjutant General's office revoking Lieutenant Cox's appointment as quartermaster of the first. To make the matter still more embarrassing, while Major Weed was here, Lieutenant Cox was mustered out as lieutenant (of the line) second Indian, and mustered in as quartermaster, and the orderly sergeant mustered in as lieutenant in Cox's old place.

As George Houston, of the second, has tendered his resignation, I thought the best way would be to have Cox as quartermaster of the second, in his place. Lieutenant Cox is a very good quartermaster—much the best of the lot.

Please communicate on this rather mixed business and aid a valuable officer to keep his position in the army, and oblige,

Yours, respectfully,

W. A. PHILLIPS,
Colonel Commanding.

Major General BLUNT.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

January 29, 1868.

Official :

THOMAS M. VINCENT,
Assistant Adjutant General.

No. 6.

[Indorsement.]

HEADQUARTERS DISTRICT OF THE FRONTIER,

Fort Scott, June 29, 1863.

Respectfully returned.

Lieutenant Cox, quartermaster first Indian regiment, ranks from the date of his muster-in by Major Weed, or as the muster-in by Major Weed, under General Orders, War Department, current series, No. 48, should determine. If the revocation of his appointment came to hand after the muster-in, that revocation does not remove him, and he will retain his position as quartermaster of the first Indian regiment. He can only be removed by a discharge. (Consult, particularly, paragraph II, General Orders No. 23, War Department, series of 1862.)

If Lieutenant Prouty has not been mustered in he holds no position. His letter of appointment, however, should secure him one. But having agreed that Lieutenant Cox, who held a letter of appointment for the same office, should take it, he, Prouty, never having been mustered, virtually gave it up.

By order of Major General Blunt:

H. Z. CURTIS,

Assistant Adjutant General.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

January 29, 1868.

Official:

THOMAS M. VINCENT,

Assistant Adjutant General.

No. 7.

HEADQUARTERS DISTRICT OF THE FRONTIER,

Fort Scott, Kansas, June 30, 1863.

COLONEL: I have the honor to submit that the status of an officer appointed by the Secretary of War, in the Indian regiments serving under me, does not appear fully understood. These officers have been given letters of appointments, accompanied by blank oaths of allegiance, which they have duly subscribed, been qualified to, and forwarded. Should they be mustered in by a commissary of musters, as regulated for the volunteer service, in General Orders No. 48, War Department, current series?

(Answer.)

Are they entitled to pay from the date of their acceptance and oath?

(Answer.)

Are their resignations to be accepted at the War Department or department headquarters?

(Answer.)

Is the indorsement by my assistant adjutant general on the enclosed letter correct, or in error?

(Answer.)

Please return with answers as soon as practicable.

I am, colonel, your obedient servant,

JAMES G. BLUNT, *Major General.*

Colonel E. D. TOWNSEND,

Assistant Adjutant General, Washington, D. C.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

January 29, 1868.

Official:

THOMAS M. VINCENT,

Assistant Adjutant General.

No. 8.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
July 14, 1863.

GENERAL: I have the honor to acknowledge the receipt of your letter of the 30th ultimo, asking instructions in regard to the officers of the Indian regiments appointed by the Secretary of War.

In reply I am directed to inform you that they must, in all cases, be mustered into the service of the United States. The letter of appointment is in place of the commission usually issued by the State authorities.

No new appointments will be made in these regiments until complete returns are forwarded to this office, so that the department will be fully advised of their actual strength.

Attention is respectfully invited to General Orders Nos. 86 and 182, current series.

I am, general, very respectfully, your obedient servant,
 THOMAS M. VINCENT,
Assistant Adjutant General.

Major General JAMES G. BLUNT,
Commanding District of the Frontier, Fort Scott, Kansas.
 (Through headquarters department of Missouri.)

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
January 29, 1868.

Official:

THOMAS M. VINCENT,
Assistant Adjutant General.

No. 9.

WASHINGTON, D. C.,
January 5, 1867.

SIR: I was appointed regimental quartermaster of the first regiment Indian home guards, by the Secretary of War, 25th December, 1862, but being on duty on the frontier, I did not receive my appointment until about the middle of February following.

I was directed to report to General J. G. Blunt, then in command of that department, who ordered me to report to Colonel W. A. Phillips, then in command of brigade at Bentonville, Arkansas, who ordered me to report to Colonel Wattles, commanding first Indian regiment, which I did, and entered on duty on the 1st day of March, 1863, and was mustered out of the second Indian regiment as first lieutenant, but not mustered in as regimental quartermaster, the mustering officer to whom I applied alleging that my appointment was sufficient without further muster.

S. S. Prouty had been previously appointed first lieutenant and regimental quartermaster of the same regiment, and was then on duty; was relieved and ordered to report to General Blunt.

I served faithfully from the 1st of March to the 22d of September following, as any of my commanding officers will certify—constantly on duty, and mustered for pay 30th of April and 30th of June, 1863, but was not mustered on the 31st of August, being absent on detached service.

When I was relieved it was on the ground that there was no vacancy in the office at the date of my appointment, and was never paid, on the ground that I was never mustered in.

What I now desire is, that I may be mustered in under proper date, 1st March, 1863, and mustered out under date of 22d September, 1863, the date when I was relieved, as the order relieving me directed me to turn over all property in my possession to Lieutenant S. S. Prouty, regimental quartermaster, and we could not reach the command to make the invoice before the 22d of September, (the place where the principal part of the quartermaster's property was,) at which date and place the orders to myself and Lieutenant Prouty were fully and promptly complied with.

I was mustered out as first lieutenant of company A, second regiment Indian home guards, on account of having been appointed to and accepted the office of first lieutenant and regimental quartermaster first regiment Indian home guards.

I am, very respectfully, your obedient servant,

JOHN T. COX,

Late First Lieut. and R. Q. M. First Reg. Ind. Home Guards.

Brevet Brig. Gen. SAMUEL BRECK,

Assistant Adjutant General U. S. Army.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

January 29, 1868.

Official :

THOMAS M. VINCENT,

Assistant Adjutant General.

No. 10.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

March 4, 1867.

SIR: I have the honor to acknowledge the receipt of the papers left by you in the case of Mr. John T. Cox, Washington, D. C., requesting that he may be allowed pay as first lieutenant and regimental quartermaster, 1st Indian home guards, from March 1 to September 22, 1863.

In reply, I have the honor to inform you that the appointment of Mr. John T. Cox as lieutenant and quartermaster, was revoked by orders from this office, dated April 1, 1863, "there being no vacancy for him when appointed," of which fact he was aware when he accepted the appointment, but which was not known to this department until attention was called to the same by the late Hon. J. H. Lane, transmitting a letter of the proper quartermaster stating the facts. His request, therefore, cannot be favorably considered.

I am, sir, very respectfully, your obedient servant,

THOMAS M. VINCENT,

Assistant Adjutant General.

Hon. S. C. POMEROY,

U. S. Senate, Washington, D. C.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

January 29, 1868.

Official :

THOMAS M. VINCENT,

Assistant Adjutant General.

CONTRACTS BY THE QUARTERMASTERS' DEPARTMENT.

LETTER

FROM

THE SECRETARY OF WAR

TRANSMITTING

A statement of contracts made by the quartermasters' department.

FEBRUARY 4, 1868.—Laid on the table and ordered to be printed.

WAR DEPARTMENT,
Washington City, February 4, 1868.

SIR: In compliance with the acts approved April 21, 1808, and July 17, 1862, I have the honor to transmit herewith a statement of contracts made by the quartermasters' department from the 1st to the 31st of December, 1867, and of those not received in time to be included in previous reports.

Your obedient servant;

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

Abstract of contracts made by the quartermasters' department from the 1st of December, 1867, and those made prior thereto, but not received in time to be included in the last report.

No.	Place and date.	Parties.	Nature of contract.	Bond.
1	Nashville, Tenn., Sept. 5, 1867.....	Lieut. Col. T. Moore and J. W. Parramore.	For 175,000 pounds of oats, at 60 cents per bushel; 100,000 pounds of corn, at 62½ cents per bushel; 350,000 pounds of hay, at 85 cents per 100 pounds; 75,000 pounds of straw, at 62½ cents per 100 pounds.	\$20,000 00
2	Fort Hamilton, N. Y. H., Oct. 21, 1867..	Lieut. J. L. Sherman and Thos. J. Church..	For the erection of stable at Fort Hamilton, with the privilege of using material of the Hunt Barracks and old Blue Hospital in the construction, for \$1,100.	300 00
3	Union City, Tenn., Oct. 1, 1867.....	Lieut. S. Craig and W. T. Osborn.....	For supplying post with wood for six (6) months, at \$2 50 per cord.	200 00
4	Fort Selden, N. M., Aug. 31, 1867.....	Brevet Col. H. M. Enos and H. McBride..	For 400 tons of hay, (2,240 pounds per ton,) at \$22 per ton.	2,900 00
5	Denver, C. T., Aug. 10, 1867.....	Gen. P. P. Ihire and H. P. Bennett.....	For 200 tons of hay, at \$17 50 per ton; 200 cords of wood, at \$11 50 per cord, delivered at Cedar Point, Colorado Territory.	2,900 00
6	Portland, Oregon, Sept., 28, 1867	Gen. E. B. Babbitt and William Lanet....	For transportation of government stores from Dallas, Oregon, to Camp Kearney, Oregon, at 11 ³³ / ₁₀₀ cents per pound, in coin.	10,000 00
7	Washington, D. C., Nov. 4, 1867.....	Gen. J. C. McFerran and M. Eldridge & Co.	For 256,000 pounds of oats, delivered at 6th street wharf as follows, viz: 96,000 pounds, at \$2 69 per 100 pounds; 96,000 pounds, at \$2 62½ per 100 pounds; 64,000 pounds, at \$2 79 per 100 pounds.	13,800 00
8	Washington, D. C., Nov. 4, 1867	Gen. J. C. McFerran and E. A. Abbott...	For 168,000 pounds of wheat straw, (baled,) at \$22 per ton, delivered at 6th street wharf.	3,696 00
9	Washington, D. C., Nov. 5, 1867.....	Gen. J. C. McFerran and D. P. Moore....	For 256,000 pounds of oats, at 91 cents per bushel of 32 pounds, delivered at 6th street wharf.	7,500 00
10	San Antonio, Texas, Sept. 10, 1867.....	Lieut. Col. J. G. C. Lee and N. L. Stratton.	For 2,000 pounds of corn, at \$2 20 per bushel, delivered at Camp Hudson, Texas.	3,000 00
11	San Antonio, Texas, Sept. 10, 1867.....	Lieut. Col. J. G. C. Lee and H. B. Adams..	For 150 tons of hay, at \$44 per ton, delivered at Camp Hudson, Texas.	5,000 00

12	San Antonio, Texas, Oct. 21, 1867.....	Lieut. Col. J. G. C. Lee and Edward Stever.	For 25,000 feet of lumber, at \$77 per thousand feet; 1,000 feet of lumber, at \$150 per thousand feet, delivered at San Antonio, Texas.	20,000 00
13	Fort Leavenworth, Kansas, Nov. 8, 1867.	Gen. B. C. Card and G. Pritchett.....	For 143 cavalry horses, at \$158 97 each, delivered at Fort Leavenworth.	6,000 00
14	Fort Leavenworth, Kansas Nov. 8, 1867.	Gen. B. C. Card and C. A. Perry.....	For 25 cavalry horses, at \$153 50 each, delivered at Fort Leavenworth.	1,000 00
15	Fort Leavenworth, Kansas, Nov. 11, 1867.	Gen. B. C. Card and Samuel Ettinger.	For 500 bushels of lime, at 40 cents per bushel, at the kilns.	50 00
16	Fort Leavenworth, Kansas, Nov. 13, 1867.	Gen. B. C. Card and J. M. Fletcher.....	For 18,935 $\frac{1}{2}$ feet of hard wood lumber, at \$50 per thousand feet.	200 00
17	Atlanta, Ga., Oct. 29, 1867.....	Lieut. H. J. Farnsworth and A. J. Bates....	For 21,605 feet lumber, (flooring,) at \$30 per thousand feet, and plank, at \$27 50 per thousand feet, delivered at Swift's race-track.	1,400 00
18	Atlanta, Ga., Nov. 4, 1867.....	Lieut. H. J. Farnsworth and Luke Rice....	For window frames and sash primed and glazed, at \$9 68 each, and \$2 04 $\frac{1}{2}$ per window for suitable cords, weights and pulleys, delivered at Swift's race track.	1,600 00
19	Atlanta, Ga., Nov. 25, 1867.....	Lieut. H. J. Farnsworth and J. A. Wright..	For 50,000 pounds of corn in sacks, at 99 cents per bushel.	1,800 00
20	San Francisco, Cal., Oct. 26, 1867.....	Gen. R. W. Kirkham and A. Newman.	For 100 cavalry horses, at \$59 75 each, in coin, delivered at Drum Barracks.	5,000 00
21	New Orleans, La., Aug. 20, 1867.....	Lieut. Col. A. J. McGonnigle and J. L. Ganzhorn.	For 60 cavalry horses, at \$173 each, delivered at New Orleans, La.	10,000 00
22	New Orleans, La., Nov. 16, 1867.....	Capt. Charles Barnard and J. D. Wilbanks..	For 44,700 paving bricks, at \$24 per thousand; 209 barrels of hydraulic cement, at \$2 75 per barrel; 900 barrels of sand, at 60 cents per barrel, delivered at cemetery at Chalmette parish.	.....
23	Fort Lyon, C. T., Sept. 16, 1867.....	Capt. E. B. Kirk and Witt & Levelling....	For 176,000 feet dressed flooring, at \$94 45 per thousand feet.	8,000 00
24	Jeffersonville, Ind., Nov. 22, 1867.....	Lieut. Col. H. C. Ransom and W. H. Howard.	For 200 cords of hard wood, at \$5 40 per cord..	1,000 00
25	Fort Jackson, La., Oct. 25, 1867.....	Lieut. W. McElroy and M. McConnell	For 150 cords of hard wood, at \$7 per cord, delivered at Forts Jackson and St. Philip.	1,000 00
26	Newbery, S. C., Oct. 29, 1867.....	Lieut. Thomas Britton and Michael Werts.	For wood for 6 months to supply garrison at Newbery, S. C., at \$4 per cord.	200 00
27	Camp McDermott, Nevada, Nov. 1, 1866.	Brevet Lieut. Col. John P. Baker and F. P. Broughan.	For delivery of hay in such quantities and at such times as may be required for eleven months, at \$75 per ton, in coin.	5,000 00
28	Camp McDermott, Nevada, Nov. 1, 1866.	Brevet Lieut. Col. John P. Baker and F. P. Broughan.	For supply of straw, as above, at \$40 per ton, in coin.	1,000 00

Abstract of contracts made by the quartermaster's department—Continued.

No.	Place and date.	Parties.	Nature of contract.	Bond.
29	Camp McDermott, Nevada, Nov. 1, 1866.	Brevet Lieut. Col. John P. Baker and F. P. Broughan.	For supply of wood as above, at \$45 per cord, in coin.	\$1,000 00
30	Fort Steilacoom, W. T., Sept. 15, 1866.	Lieut. A. C. Kistler and W. P. Boyd.	For 150 cords oak wood, at \$3 80 per cord, in coin.	2,000 00
31	Fort Steilacoom, W. T., Sept. 15, 1866.	Lieut. A. C. Kistler and F. A. Clark.	For 50,000 pounds of oats, at 1 $\frac{1}{2}$ ¢ per pound, in coin.	2,000 00
32	Fort Steilacoom, W. T., Sept. 17, 1866.	Lieut. A. C. Kistler and Murty Fahy.	For 30 tons of hay, at \$13 10 per ton, in coin.	2,000 00
33	Charleston, S. C., June 20, 1867.	Lieut. Col. J. D. Stubbs and B. Roddin.	For all the wood required from 1st July to 31st December, 1867, at \$2 95 per cord for pine, \$3 97 per cord for oak wood.	.....
34	Fort Jefferson, Fla., July 31, 1866.	Lieut. Charles Simon and Richard Beaston.	For the delivery at Fort Jefferson, Florida, 450 tons coal, at \$1 25 per ton freight.	.....
35	Fort Riley, Kan., June 22, 1866.	Capt. R. B. Owen and Mary Clarke.	For lease of way across Kaw or Kansas river for ferry purposes, at Fort Riley, by the United States, to Mary Clark; United States troops and supplies to be passed free of charge, in consideration of the franchise granted.	.....
36	Arapaho, C. T., April 28, 1867.	Bvt. Col. J. B. Howard and John J. Walley.	For lease of $\frac{18\frac{1}{2}}{100}$ acres of land for cemetery from April 28, 1867, perpetual thence.	.....
37	Charleston, S. C., Sept. 1, 1866.	Gen. R. O. Tyler and Jas. McCabe, agent.	For lease of house and lot on East Bay street, in Charleston, formerly known as Martin's row, for a period not exceeding two years from September 1, 1866, at \$1,800.	.....
38	Austin, Texas, April 24, 1866.	Lieut. J. W. Spangler and Geo. C. Reeves.	For supplying post of Austin with 250 cords of wood, at \$6 40 per cord.	.....
39	Philadelphia, Penn., Sept. 6, 1867.	Bvt. Col. F. J. Crilly and Cooper & Eberle.	For lease of premises near corner of Twentieth and Pine streets for one year from October 21, 1867, and not to exceed five years, for stabling horses, storing wagons, &c., at \$35 per month.	.....
40	Nashville, Tenn., Nov., 13, 1867.	Lieut. Col. T. Moore and Robert McKenzie.	For 1,000 cords of wood, at \$5 per cord.	2,000 00
41	Rome, Ga., Nov., 1, 1867.	Lieut. L. E. Campbell and J. C. Rawlins.	For lease of four rooms in premises on Broad street for six months from November 1, 1867, at \$15 per month for each room.	.....

42	New Orleans, La., Oct., 29, 1867.....	Lieut. Col. A. J. McGonnigle and J. W. Black.	For 65,000 lathes, at \$3 50 per thousand; 20 panel doors, 3 feet 8 inches by 7 feet 2 inches, by 1½ inches, at \$8 each; 40 pairs sliding sash glazed, 3 feet 4½ inches by 7 feet 4 inches, by 1½ inches, at \$6 50; lights 12 by 20 inches; 15 transom lights, 1 foot 6 inches by 3 feet 8 inches; 4 lights 10 by 12, at \$2 25 each; all of yellow pine and of best quality. For 117,250 feet rough lumber, at \$19 95 per M feet; 12,000 feet dressed lumber, at \$24 95 per M feet.	2,500 00
43	New Orleans, La., Oct., 29, 1867.....	Lieut. Col. A. J. McGonnigle and W. W. Carre.	For 5,500 feet clear seasoned pine lumber, at \$43 per M feet; 32,000 feet cypress lumber, 1 inch, and 10,000 feet cypress lumber dimensions, at \$20 per M feet.	3,000 00
44	Memphis, Tenn., Nov., 1, 1867.....	Lieut. D. Parkinson and G. J. Midrig & Co.	For 650 bushels of corn, at 70 cents per bushel; 420 bushels of oats, at 50 cents per bushel; 38 tons of hay, at \$14 per ton; 35 cords of wood, at \$6 50 per cord, delivered at National Cemetery, near Springfield, Missouri.	2,000 00
45	St. Louis, Mo., Oct. 21, 1867.....	Lieut. Col. C. W. Thomas, and J. S. Phelps.	For 1,500 pine boxes, 6 feet 4 inches long, 18 inches wide, and 11 inches deep, at \$3 35 each.	712 00
46	St. Louis, Mo., Oct. 21, 1867.....	Lieut. Col. C. W. Thomas and A. J. Leedy.	For 20,000 bushels of oats, viz: 5,000 bushels, at 63 cents; 5,000 bushels, at 63½ cents; 10,000 bushels, at 63 cents, delivered at St. Louis, Missouri.	2,500 00
47	St. Louis, Mo., Oct. 21, 1867.....	Lieut. Col. C. W. Thomas and Jno. Fletcher	For 1,786 bushels corn, at 93 cents per bushel, delivered at St. Louis, Missouri.	.....
48	St. Louis, Mo., Oct. 21, 1867.....	Lieut. Col. C. W. Thomas and Louis Gauz-horn.	For 4,000 tons of hay, at \$19 25 per ton.....	415 00
49	St. Louis, Mo., Nov. 15, 1867.....	Lieut. Col. C. W. Thomas and A. S. Walsh.	For 6,563 bushels of oats, at 64 cents per bushel	1,925 00
50	St. Louis, Mo., Nov. 15, 1867.....	Lieut. Col. C. W. Thomas and Northrup & Shimer.	For 4,000 pine boxes, 6 feet 4 inches long, 18 inches wide, 11 inches deep, at \$1 60 each.	1,100 00
51	St. Louis, Mo., Nov. 16, 1867.....	Lieut. Col. C. W. Thomas and J. & W. Patrick.	For charter of steamer Pope Catlin, at \$35 per day	1,600 00
52	New York city, Dec. 1, 1867.....	Gen. R. Ingalls and Daniel Shea	For charter of steamer Henry Smith, at \$60 per day.	.....
53	New York city, Dec 1, 1867	Gen. R. Ingalls and Daniel Shea.....	For charter of schooner Hannah G. Hand, at \$8 per ton freight, from Nov. 14, 1867.	.....
54	Newbern, N. C., Nov. 18, 1867.....	Lieut. B. Aldrich and Goodspeed & White.	For all the wood required for troops stationed at Madison barracks for the year ending June 30, 1868, at \$7 per cord.	.....
55	Sackett's Harbor, N. Y., June 1, 1867 ..	Lieut. James Joyce and B. Everleigh.....		.....

CONTRACTS MADE BY QUARTERMASTERS' DEPARTMENT.

No.	Place and date.	Parties.	Nature of contract.	Bond.
56	Rome, Ga., Nov. 1, 1867	Lieut. L. E. Campbell and Robert Ware ..	For supplying post at Rome, Ga., with wood for 6 months, at \$3 per cord.	\$2,000 00
57	New Orleans, La., Dec. 11, 1867	Col. A. J. McGonnigle and Alex. McConnell.	For 11,000 feet rough boards, and 22,660 feet rough lumber and scantling, at \$17 95 per M.	1,000 00
58	Helena, M. T., Oct. 10, 1867	Lieut. John C. Chance and James P. Wood.	For 500 cords wood, at \$6 90 per cord, delivered at Fort Ellis, M. T.	10,000 00
59	Helena, M. T., Sept. 25, 1867	Lieut. John C. Chance and John Alt	For 60,000 feet inch pine lumber, at \$60 per M.	25,000 00
60	Helena, M. T., Sept. 23, 1867	Lieut. John C. Chance and H. Kirkendall.	For 200 tons of hay, at \$33 62½ cents per ton...	25,000 00
61	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and R. E. Blaukinship.	For 500 kegs nails, 100 pounds each, viz: 4,000 pounds of 3-penny, at \$9 50 per keg; 4,600 pounds of assorted cut nails, at \$6 50 per keg.	7,000 00
62	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and A. H. Col- lester.	For 680,000 shingles, (sawed pine,) at \$6 per M, delivered at Swift's race-track.	8,000 00
63	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and A. H. Col- lester.	For 267,600 laths, at \$4 25 per thousand, delivered at Swift's race-track.	2,300 00
64	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and A. H. Col- lester.	For 200,500 feet weather-boarding, at \$26 per M, delivered at Swift's race-track.	10,000 00
65	New Orleans, La., Dec. 10, 1867	Lieut. Col. A. J. McGonnigle and S. M. Eaton.	For 140,000 feet cypress shingles, at \$4 95 per M.	700 00
66	New York city, Dec. 3, 1867	Gen. R. Ingalls and H. Bruner	For lease of premises known as Nos. 120, 122, 124, 126 Wooster street, New York, for one year from May 1, 1868, with privilege of 4 years, at expiration of present lease, at \$15,000 a year. For barracks, &c., at Paducah, Ky.:	.....
67	Paducah, Ky., Aug. 29, 1867	Lieut. William Conway and John Kirtz	For plastering 1,460 yards, (2 coats,) at 40 cents per yard.	550 00
68	Paducah, Ky., Aug. 29, 1867	Lieut. Wm. Conway and Leiber & Jackson.	For 157,258 feet lumber, at \$18 95 per M	3,000 00
69	Paducah, Ky., Aug. 29, 1867	Lieut. Wm. Conway and J. W. McKnight ..	For 24,948 feet flooring boards, at \$3 50 per 100 feet.	350 00
70	Paducah, Ky., Aug. 29, 1867	Lieut. Wm. Conway and W. J. Dugyen	For 251,750 shingles, at \$3 50 per thousand	1,000 00
71	Paducah, Ky., Aug. 29, 1867	Lieut. Wm. Conway and J. Collier & Co. .	For 46 doors, at \$3 50 each; 40 door and window frames, at \$2 35 each; 10 transom sash,	300 00

72	New Orleans, La., Nov. 20, 1867	Col. A. J. McGonnigle and Hasam & Poley.	at 50 cents each; 111 sash, 10x16 lights, at \$1 55 each. For 12,450 feet dressed flooring, 6,900 feet ceiling boards, 1,648 feet wainscot, at \$24 per thousand feet.	1,000 00
73	New Orleans, La., Dec. 2, 1867	Col. A. J. McGonnigle and Hasam & Poley.	For 25,000 feet 1-inch yellow pine boards, 20,000 feet scantling 4x4, 27,500 feet assorted lumber, at \$18 90 per thousand feet.	.....
74	San Francisco, Cal., Aug. 29, 1867	Capt. J. T. Hoyt and Henry Fisher	For material and constructing masonry of guard-house on Alcatraz island, harbor of San Francisco, all for \$3,884 in coin.	2,000 00
75	San Francisco, Cal., Aug. 29, 1867	Capt. J. T. Hoyt and John Kehoe	For tin work required for the guard-house, as above, at \$210 in coin.	100 00
76	San Francisco, Cal., Aug. 29, 1867	Capt. J. T. Hoyt and Calvin Nutting	For iron work required for guard-house, as above, at \$934 in coin.	500 00
77	San Francisco, Cal., Aug. 29, 1867	Capt. J. T. Hoyt and H. B. Wilson	For carpenters' work and painting guard-house, as above, at \$1,750 in coin.	1,000 00
78	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and L. W. Ayre	For 40,000 feet of flooring, at \$37 50 per thousand feet, delivered at Swift's race-course.	3,000 00
79	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and L. W. Ayre	For 200,009 feet of lumber, assorted viz: 150,009 feet sills, joist and ties, at \$24 90 per thousand feet; 50,000 feet of sheeting, at \$22 50 per thousand feet, delivered at Swift's race-course.	100 00
80	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and L. H. Davis	For 182,220 feet of lumber, viz: 64,060 feet of plates, posts, &c., at \$25 per thousand feet; 118,160 feet of sheeting boards, at \$23 per thousand feet, delivered at Swift's race-course.	8,700 00
81	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and Daniel D. Snyder.	For 50,000 feet of flooring, at \$27 50 per thousand feet.	4,000 00
82	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and Murphy Rice & Co.	For 62,333 feet of flooring, viz: 52,333 feet, at \$39 per thousand feet; 10,000 feet, at \$37 per thousand feet.	4,000 00
83	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and Murphy Rice & Co.	For 17,890 feet of moulding, viz: 9,500 lineal feet, 6 inches wide, at \$49 50 per thousand lineal feet; 8,390 lineal feet, 4½ inches wide, at \$38,75 per thousand lineal feet.	1,500 00
84	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and E. K. Collins.	For 450 bushels of hair for plastering, at 57½ cents per bushel.	550 00
85	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and W. H. Harris.	For 5,497 bushels of lime, at 43 cents per bushel.	700 00
86	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and Charles H. Thomas.	For 23,976 bushels of sand, at 7 cents per bushel.	340 00

CONTRACTS MADE BY QUARTERMASTERS' DEPARTMENT.

Abstract of contracts made by the quartermasters' department, &c.—Continued.

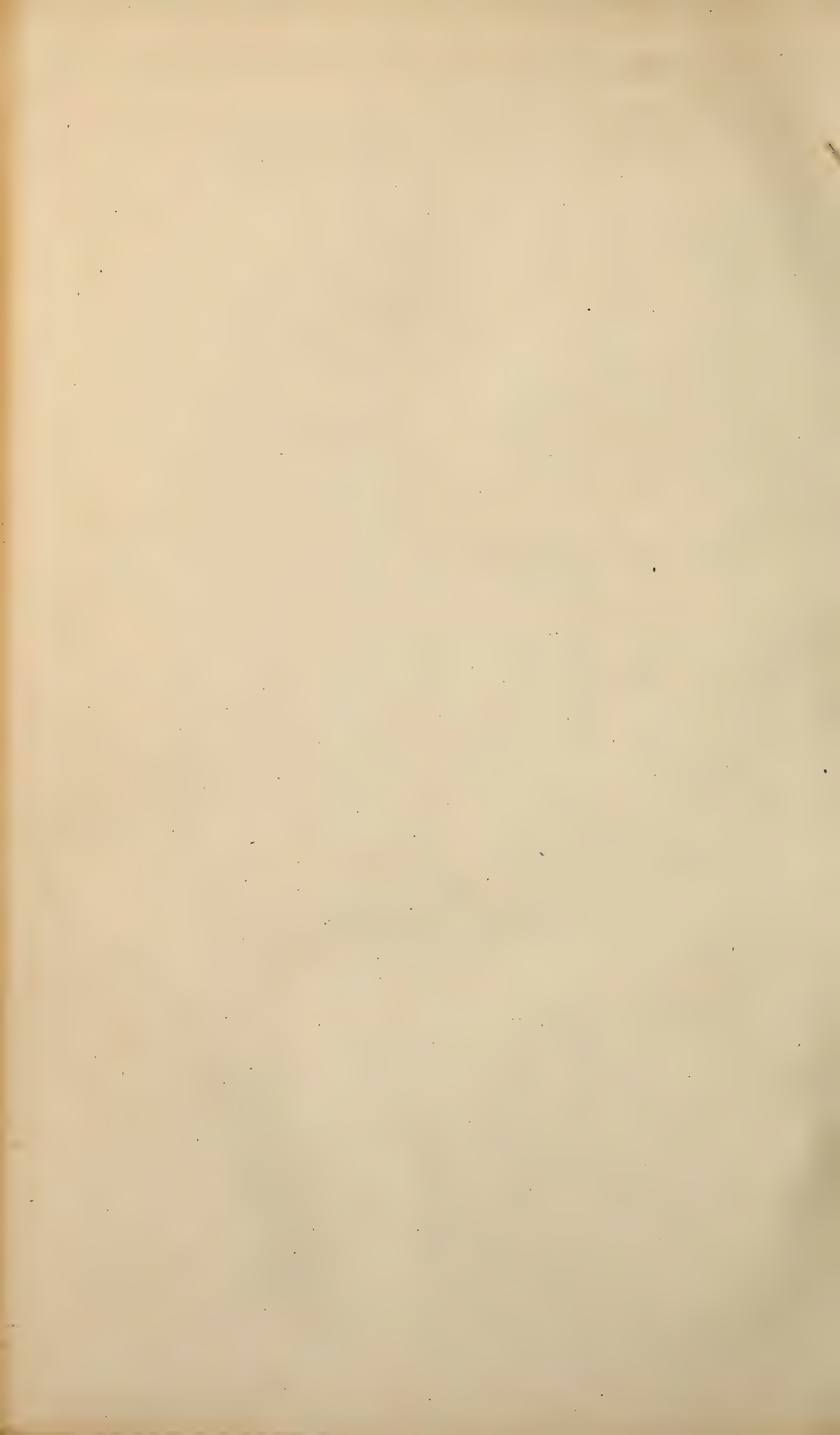
No.	Place and date.	Parties.	Nature of contract.	Bond.
87	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and William R. Hooper.	For 200,000 laths, at \$4 per thousand.....	\$1,600 00
88	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and E. R. Carr...	For 200,000 bricks, at \$8 50 per thousand.....	3,400 00
89	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and Jno. F. Phimsy	For 150,000 bricks, at \$8 50 per thousand.....	2,600 00
90	Atlanta, Ga., Nov. 27, 1867	Lieut. H. J. Farnsworth and L. H. Davis..	For 75,000 bricks, at \$7 50 per thousand.....	1,200 00
91	Richmond, Va., Sept. 21, 1867	Lieut. Col. J. M. Moore and H. S. Kimball.	For 100,000 bricks, at \$8 per thousand.....	1,000 00
92	Richmond, Va., Oct. 21, 1867	Lieut. Col. J. M. Moore and Wm. H. Ford.	For wood to supply troops in and around Lynchburg, Virginia, at \$5 70 per cord.	1,000 00
93	Richmond, Va., Nov. 26, 1867	Lieut. Col. J. M. Moore and Thomas. A. Brandon & John R. Cook.	For 10,000 bushels of oats, at 69 cents per bushel; 50 tons of straw, at \$15 95 per ton.	5,000 00
94	Richmond, Va., Nov. 28, 1867	Lieut. Col. J. M. Moore and S. McCubbin..	For 5,000 bushels of oats, at 69½ cents per bushel.	1,000 00
95	Richmond, Va., Dec. 4, 1867	Lieut. Col. J. M. Moore and H. B. Taliaferro.	For 5,000 bushels of oats, at 69 cents per bushel.	1,000 00
96	Little Rock, Ark., Oct. 4, 1867	Major L. C. Forsyth and J. W. Donnalley..	For 2,105 bushel of corn, at \$1 38 per bushel, at Pine Bluff.	4,000 00
97	Little Rock, Ark., Oct. 7, 1867	Major L. C. Forsyth and James Lawson...	For 3,631 bushels of corn, in cob, at \$1 13½ per 70 pounds; 3,000 bushels of corn, shelled, at \$1 21¼ per 56 pounds; 3,000 bushels of oats, at \$1 17 per 33 pounds, delivered at Little Rock.	22,000 00
98	Little Rock, Ark., Oct. 7, 1867	Major L. C. Forsyth and W. A. Mackinney.	For 2,000 bushels of corn, in cob, at \$1 05 per 70 pounds, delivered at Little Rock.	4,000 00
99	Little Rock, Ark., Oct. 7, 1867	Major L. C. Forsyth and R. G. Jennings...	For 4,075 bushels of corn, in cob, at \$1 50 per 70 pounds, at Washington, Arkansas.	6,000 00
100	Little Rock, Ark., Oct. 12, 1867	Major L. C. Forsyth and John Campbell...	For 2,154 bushels of corn, in cob, at 84 cents per 70 pounds, at Batesville, Arkansas.	3,000 00
101	Little Rock, Ark., Oct. 25, 1867	Major L. C. Forsyth and C. M. Conway....	For 300 cords of hard wood, at \$3 37½ per cord, at Washington, Arkansas.	2,000 00
102	Little Rock, Ark., Nov. 22, 1867	Major L. C. Forsyth and R. G. Jennings...	For 3,744 bushels of corn, in cob, at \$1 55 per bushel, at Camden, Arkansas.	6,000 00
103	Fort Harker, Kansas, Nov. 11, 1867	Major H. Inman and J. S. Boyd.....	For 240 cords of wood, 100 cords, at \$8 90 and 140 cords, at \$9 80 per cord.	1,000 00
104	Fort Harker, Kansas, Nov. 13, 1867	Major H. Inman and George M. Clayton..	For 200,000 feet cottonwood lumber, sawed in sizes and lengths as required, at \$44 68 per thousand feet.	3,000 00

105	New Orleans, La., Oct. 29, 1867.....	Lieut. Col. A. J. McGonnigle and E. Peason	For 80,000 cypress shingles, at \$4 85 per thousand, at New Orleans, Louisiana; 422,000 cypress shingles, at \$10 10 per thousand, at Brazos Santiago, Texas; 1,424 barrels of lime, at \$4 per barrel, at Brazos Santiago, Texas.	.....
106	New Orleans, La., Nov. 18, 1867.....	Lieut. Col. A. J. McGonnigle and John J. Hanna.	For 3,034 bushels of oats, viz: 1,290 bushels, at 76 cents per bushel; 1,743 bushels, at 78 cents per bushel, delivered at New Orleans, Louisiana.	.....
107	New Orleans, La., Dec. 9, 1867.....	Lieut. Col. A. J. McGonnigle and James McCullen.	For 30 tons of hay, at \$20 per ton, at Baton Rouge, Louisiana.	600 00
108	Key West, Florida, Oct. 23, 1867.....	Lieut. Frank Thorp and J. J. Philbrick...	For wood, 6 months' supply, at \$6 50 per cord, at Key West, Florida.	780 00
109	Louisville, Ky., Dec. 5, 1867.....	Gen. Thomas Swords and W. W. Hughes...	For 4,500 bushels of coal, at 65 cents bushel, at Louisville, Kentucky.	.....

Respectfully submitted:

QUARTERMASTER GENERAL'S OFFICE, January 13, 1868.

D. H. RUCKER,
Acting Quartermaster General, Brevet Major General U. S. A.



FAMINE IN SWEDEN AND NORWAY.

M E S S A G E

FROM

THE PRESIDENT OF THE UNITED STATES,

IN ANSWER TO

A resolution of the House of January 28, 1868, relative to the famine in Sweden and Norway.

FEBRUARY 5, 1868.—Referred to the Committee on Naval Affairs and ordered to be printed.

To the House of Representatives:

I transmit herewith a report from the Secretary of State, in answer to a resolution of the House of Representatives of the 28th of January.

ANDREW JOHNSON.

WASHINGTON, *February 3, 1868.*

DEPARTMENT OF STATE,
Washington, February 3, 1868.

The Secretary of State, in answer to a resolution of the House of Representatives of the 28th ultimo, directing him to communicate to that body "such information as may be in the State Department, relative to famine in Sweden and Norway," has the honor to lay before the President the accompanying extract of a despatch of the 2d of November last, addressed to the Department of State by the United States consul at Stockholm.

WILLIAM H. SEWARD.

The PRESIDENT.

Mr. Perkins to Mr. Seward.

[Extract.]

No. 10.]

UNITED STATES CONSULATE,
Stockholm, November 2, 1867.

SIR: I have the honor to report to the department the loss, by frost and wet, of the entire crops in Sweden, north of Stockholm, very particularly in Nordland and Finland.

For seven years past the farmers have failed to raise little more grain than was required for seed. This present misfortune, therefore, is very grave, and

threatens them with starvation ; without aid before the ice seals their ports and bars communication they must starve.

The government has made an appropriation for their relief, and through private subscriptions in the Scandinavian countries, in England and Prussia, a meagre supply of food is likely to reach them in time. The mild autumn greatly favors them in this respect.

This country, so little favored by nature, has, by industry, intelligence, and the modern appliances, been able to grow a surplus of cereals over the consumption ; the present year, however, will necessitate large importations from Russia and elsewhere. * * * * *

I have the honor to be, sir, your most obedient servant,

CHAS. A. PERKINS,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

IOWA INDIANS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

RELATIVE TO

The petition of the Iowa Indians to have certain funds diverted.

FEBRUARY 5, 1868.—Referred to the Committee on Indian Affairs and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., February 5, 1868.

SIR: I have the honor to transmit herewith a copy of a communication of the 1st instant from the Commissioner of Indian Affairs, and copies of the papers therein referred to, relative to the petition of the Iowa Indians, praying that the sum of \$3,500 provided for in the 10th article of the treaty of March 6, 1861, with the Sacs, Foxes and Iowas, (Statutes at Large, volume 12, page 1174,) and to be expended by the Secretary of the Interior in the construction of a toll-bridge across the Great Nemaha river, at or near Roy's ferry, for the use of the Iowa Indians, may be applied to the purchase of oxen, agricultural implements, &c., for the use of said Indians in farming operations the coming spring.

There being no authority of law for the diversion of the funds as requested by the Indians, the attention of Congress is respectfully invited to the consideration of the subject.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR, OFFICE INDIAN AFFAIRS,

Washington, D. C., February 1, 1868.

SIR: I have the honor to enclose herewith a letter from Superintendent Denman, dated the 22d ultimo, transmitting one from Agent Norris, who forwards a petition from the chiefs of the Iowas, praying that a part of the \$3,500 to be used under the 10th article treaty of 1863 by the Secretary of the Interior in erecting a toll-bridge across the Great Nemaha river may be expended in the purchase of twelve yoke of oxen, eight wagons, eight ploughs, and five sets of harness for the use of the tribe in their farming operations the coming spring, and that the balance be expended for supplies for the shops belonging to them.

The funds to which these Indians refer are provided for in the 10th article, treaty of March 6, 1861, with the Sacs, Foxes and Iowas, as amended by the Senate, (Statutes at Large, volume 12, page 1174,) which stipulates that the sum of \$3,500 may be expended by the Secretary of the Interior out of the proceeds of the sales of lands, for the the purpose of erecting a toll bridge across the Great Nemaha river, at or near Roy's ferry, for the use of the Iowa Indians.

It is represented in said petition that the sum authorized to be so expended is not sufficient to erect a good substantial bridge at the place indicated in the treaty, and that the money, if so expended, would be of no practical benefit or utility to the tribe. Superintendent Denman is of the opinion that it would be far better for the Iowas to expend the money in question in the manner suggested in the said petition than in the construction of a bridge.

I have no doubt but that it would be more advantageous to these Indians to expend said sum in the purchase of the articles named in the petition, but, as it is expressly stated in the Senate amendment of said treaty that it may be used in erecting a bridge, without any authority to divert it to any other object, and, as the second section act of July 26, 1866, (pamphlet copy of Laws, first session thirty-ninth Congress, page 280,) provides "that no funds belonging to any Indian tribe with which treaty relations exist shall be applied in any manner not authorized by such treaty, or by express provisions of law," &c., I am of the opinion that it will be necessary for Congress to pass an act authorizing the diversion of said sum of \$3,500 before the request of the Indians can be complied with.

If you concur in this view of the case, and think it advisable to comply with the wishes of the Indians, I respectfully suggest that the matter be laid before Congress, with the request that early action be had in the premises, in order that the required oxen and implements may be purchased in time to commence farming operations the coming spring.

Very respectfully, your obedient servant,

N. G. TAYLOR, *Commissioner.*

Hon. O. H. BROWNING, *Secretary of the Interior.*

OMAHA, NEBRASKA, *January 22, 1868.*

SIR: I have the honor to transmit herewith a petition of the chiefs of the Iowa tribe, asking that certain money provided for in a treaty concluded with the Iowas in 1863, and designed for the construction of a bridge across the Great Nemaha river, at or near Roy's ferry, for the use and benefit of the said tribe, be diverted for the purpose of purchasing for them twelve yoke of oxen, eight wagons, eight ploughs, and five sets of double harness, to be used in farming operations the coming spring, and the remainder of said fund to be used in supplying the blacksmith and wagon shops belonging to the tribe with materials and tools to work with. I also enclose an estimate made by Agent Norris of the cost of the articles referred to, amounting to \$3,500. Also a communication from Agent Norris suggesting that in case the honorable Commissioner of Indian Affairs should grant the request of the Indians and authorize the expenditure of the money in the manner indicated, that the cattle, wagons, ploughs and harness be purchased by the Commissioner or myself.

I have searched diligently for the treaty referred to in the petition of the chiefs, but have not been able to find it.

I think, however, if the money is appropriated and applicable, that it would

be far better for the Iowas to expend it in the manner suggested in the petition of the chiefs than in the construction of a bridge.

Please forward me a copy of the treaty of 1863 with the Iowas, if there is such a treaty in existence.

Your obedient servant,

H. B. DENMAN,
Superintendent Indian Affairs.

Hon. CHARLES E. MIX,
Acting Commissioner Indian Affairs, Washington, D. C.

GREAT NEMAHA AGENCY,
Nohart, Nebraska, January 8, 1868.

SIR: Enclosed I hand you a letter from the chiefs of the Iowa tribe to the honorable Commissioner of Indian Affairs, asking to be supplied with cattle, wagons, &c., next spring; also asking that certain money be applied to that purpose. I also enclose with their letter a list of the articles wanted by them, with the probable cost here.

Should the Commissioner conclude to grant their request I would most respectfully ask that the cattle, wagons, ploughs, and harness be furnished this tribe either by yourself or the honorable Commissioner, believing, in that case, they would reach the Indians much earlier in the spring.

I am, sir, very respectfully, your obedient servant,

C. H. NORRIS,
United States Indian Agent.

Colonel H. B. DENMAN,
Superintendent Indian Affairs, Omaha, Nebraska.

GREAT NEMAHA AGENCY,
Nohart, Nebraska, January 8, 1868.

OUR GREAT FATHER: We, the undersigned, chiefs of the Iowa tribe of Indians, would call your attention to the fact that, under the tenth article of the treaty of 1863, as amended by the United States Senate, the Secretary of the Interior is authorized to expend a sum, not to exceed \$3,500, to erect a bridge across the Great Nemaha river, at or near Wolf village, for the use and benefit of the Sacs and Foxes of Missouri, and a like sum of \$3,500 for the purpose of erecting a bridge at or near Roy's ferry, for the use and benefit of the Iowas, said money to be paid out of the proceeds of the sales of the Sacs and Foxes' (of Missouri) and Iowas' trust lands.

Now, we would most respectfully represent to you that there has been expended, for the use and benefit of the Sacs and Foxes of Missouri, the said sum of \$3,500, in the manner and for the purposes aforesaid, and the Iowas have never had a bridge built for them, as provided in said treaty; and we would further represent that the sum authorized to be so expended is not sufficient to erect a good, substantial bridge across the Nemaha river at the place indicated in the treaty, and, further, that the money so expended would be of no practical benefit or utility to our tribe.

We would, therefore, ask that a part of the said \$3,500 be expended to procure twelve yoke of oxen, eight wagons, eight ploughs, and five sets of harness, for the use of our tribe in their farming operations the coming spring, and the balance remaining after paying for the cattle, wagons, ploughs, and harness, be

expended in supplying the blacksmith and wagon-shops belonging to our tribe with material and tools to work with, feeling confident that the money expended for the articles above named would be of permanent and lasting benefit to our tribe.

We anxiously await your decision in the matter.

NAG-A-RASH, his X mark.

TO-HEE, his X mark.

MAH-HU, his X mark.

TAR-A-KEE, his X mark,

Chiefs of the Iowa Tribe.

In presence of

FRANCIS DUPRIES,

Special Interpreter.

C. H. NORRIS,

United States Indian Agent.

JOHN N. GERE.

Hon. N. G. TAYLOR,

Commissioner of Indian Affairs, Washington.

Estimate for cattle, wagons, ploughs, and harness, also for iron, lumber, tools, &c., needed for the Iowa tribe of Indians for the year 1868, with the probable cost of the articles.

Twelve yoke of oxen, at \$140.....	\$1,680 00
Eight wooden-axle wagons, at \$105.....	840 00
Four two-horse ploughs, at \$20.....	80 00
Four two-horse cultivators, at \$25.....	100 00
Five sets double harness, at \$30.....	150 00
Two thousand pounds of assorted iron.....	250 00
Twelve files.....	12 00
Fifty pounds cast-steel.....	15 00
Twelve hand-saw files.....	3 00
Twelve wood-rasps, (large).....	14 00
One hand-axe.....	2 00
One spoke-shave and auger.....	2 00
One keg of red lead.....	10 00
Ten gallons linseed oil.....	15 00
Four paint brushes.....	6 00
Four kegs white lead.....	20 00
Four thousand feet of wagon lumber, at \$40 per 1,000....	160 00
Ten kegs of nails, at \$8 per keg.....	80 00
Three thousand feet of cotton-wood lumber, at \$17 50 per 1,000..	52 50
Twenty-four cans axle-grease.....	6 00
Two hatchets, at \$1 25 each.....	2 50
	<hr/>
	3,500 00
	<hr/>

Respectfully submitted :

C. H. NORRIS,

United States Indian Agent.

SURVEY OF CONNECTICUT RIVER.

LETTER
FROM
THE SECRETARY OF WAR,
TRANSMITTING

Colonel Houston's report of the survey of Connecticut river.

FEBRUARY 6, 1868.—Referred to the Committee on Commerce and ordered to be printed.

WAR DEPARTMENT,
Washington City, February 6, 1868.

SIR: I have the honor to send herewith a communication from the Chief of Engineers of February 5, transmitting Colonel Houston's report on the survey of the Connecticut river between Hartford and its mouth, made in accordance with the requirements of section four of the act of March 2, 1867, and which was not completed in time to be included in the annual report submitted October 20, 1867.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

HEADQUARTERS CORPS OF ENGINEERS,
Washington, February 5, 1868.

SIR: I beg leave to submit a report from Major and Brevet Colonel D. C. Houston, corps of engineers, upon the "survey of the Connecticut river between Hartford and its mouth," with a view to its improvement, made in accordance with the requirements of section four of act of March 2, 1867, and which was not completed in time to be included in the annual report submitted October 20, 1867.

A communication from the headquarters corps of engineers to Colonel Houston in reference to this subject, and his reply, containing revised estimates for deeping the channel at the mouth of the river, are also transmitted, to accompany the above report.

Attempts have been made to improve the channel of this river by constructing at various points stone piers extending from the banks, so as to confine the water to the channel, it having been supposed that the increased scouring effect of the current would maintain the desired depth of water.

These piers were principally built by a company chartered by the legislature of Connecticut as far back as 1801, the charter to run sixty years. The works of this company were but temporary expedients, owing to the character of the stream, running through an alluvial region and being subject to frequent heavy floods, and most of the piers so built have become obstacles themselves instead of improvements to the navigation. During the past few years a steamboat company has also undertaken at times to improve the channel by dredging.

Colonel Houston proposes to deepen the water on the bars by dredging, to remove some of the old stone piers and jetties, as well as sunken trees, which now form obstructions, and in some places to drive rows of sheet piling, not only to protect the banks now rapidly wearing away, but at the same time to force the water into the channel.

It is not supposed that the improvements recommended will be permanent, but it is believed that if made it will be possible to maintain the channel obtained for a comparatively small yearly expense.

The removal of these bars and the subsequent maintenance of the desired depth of water over them seem to offer a good opportunity for the use of Long's scraper as an economical substitute for dredge-boats. This scraper has been used by Brevet Major General Warren upon the upper Mississippi during the past season with success.

The bar at the mouth of the river might also, there is much reason to believe, be removed by stirring up the material, and if so the requisite depth could be maintained by a small amount of yearly dredging or stirring.

It is proposed to try these expedients before resorting to the more expensive one of dredging by buckets.

Colonel Houston estimates that there will be required for the proposed improvement of the river.....	\$70, 000
And for the channel over Saybrook bar at the mouth, according to his revised estimate.....	62, 000
	<hr/>
	132, 000
	<hr/>

These estimates are approved, and it is recommended that a portion of this sum be applied to the charter of a suitable boat to operate a scraper upon the plan of the late Colonel S. H. Long, corps of engineers.

An appropriation of \$66,000 for the commencement of this work is respectfully asked for.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,
Brigadier General of Engineers, Commanding.

Hon. E. M. STANTON,
Secretary of War.

Report of Brevet Colonel D. C. Houston on the survey of the Connecticut river between Hartford and its mouth.

ENGINEER'S OFFICE, UNITED STATES ARMY,
Newport, Rhode Island, January 11, 1868.

GENERAL: I have the honor to submit herewith a report of a survey of the Connecticut river between Hartford and the mouth, with a view to its improvement, executed during the past season by Mr. Theo. G. Ellis, assistant engineer. This survey was commenced in August last, and the field operations continued until about the 1st of November.

At the time of the commencement of the survey no correct maps of the river could be found, and no accurate information could be obtained in regard to it. It was known that there were several bars in the river between Hartford and Middletown, which were serious obstructions to navigation. Attempts had been made to improve the channel of the river by constructing stone piers from the banks, so as to confine the water to the channel, it being supposed that the increased scouring effect of the current would maintain the desired depth of water; but as the river runs through an alluvial region and is subject to frequent heavy freshets, (the greatest one on record being thirty feet above low water at Hartford,) the whole bed of the river is constantly changing, so that, in the language of the accompanying report, "land formerly owned by persons now living, lying upon one side of the river, has been passed over and now lies upon the opposite side." Some of the piers built on one side are now on the other; others are in the middle of the stream, so as to form serious obstructions to navigation—so much so that portions of them have already been removed, and others should be. Some of these piers are at present perhaps beneficial to the channel, and may be left as they are, but it is probable that at some future time they may, in their turn, become obstacles, as the bed of the river and its channel changes.

The accompanying report of Mr. Ellis contains a full description of the river and all the accessible information in regard to it, and to it I refer for these details.

A personal examination of the river, and information derived from examining pilots and others familiar with the river, showed that the principal difficulties in the navigation of the river arise from bars and obstructions between Hartford and Middletown. It is also desirable that the depth of water on the bar at the mouth of the river should be increased. Owing to the general alluvial character of the country between Hartford and Middletown, the great freshets to which the river is subjected, and the consequent shifting of its bed, as above mentioned, I immediately concluded that no works having in view the permanent improvement of the channel, such as piers or dikes, were admissible, if for no other reason, on account of the enormous expense of such works adequate to the purpose not warranted by the amount of revenue desired by the general government from the navigation of the river. There remained, then, but one plan to pursue, viz: to deepen the water on the bars by dredging; to remove obstructions, such as some of the stone piers above referred to, and some sunken trees, and, in some instances, driving rows of sheet piling, as in one case immediately below the city of Hartford, where it is necessary not only to protect the banks, which are now rapidly wearing away, but to force the water into the channel. In this case it is necessary and possible, at a moderate cost, to insure a permanent channel.

Having these objects in view, a survey was directed for the especial purpose of determining what amount of dredging was required to furnish the desired channel, which was assumed to be eight feet at low-water mark, *i. e.*, lowest water-mark recorded since 1801, the character and extent of the obstruction to be removed, and the amount of piling necessary. There being no accurate map of the river, of any date, it was necessary to make a survey of the river between Hartford and Middletown for the purpose of delineating its banks. Special surveys of those points of the river requiring improvement were also directed. It would have been, and is, desirable to have a detailed survey of the bed of the river throughout the whole distance between Hartford and its mouth, as the character of the river would thus be more clearly shown, and this, I presume, might have been done under the general authority of a "survey of the Connecticut river from Hartford to its mouth;" but having in view the object of the survey, viz., the improvement of the river and the accurate delineation of the bed of the river where the channel required improvements,

the survey was confined to those points. Moreover, the season did not admit of any more extended survey, under proper supervision, than the present. Should it be deemed advisable, however, to complete the detailed survey between the points above mentioned—and I would recommend it as being necessary to a full knowledge of the character of the river—it can readily be done the coming season under the same supervision, when the present survey can be tested and any changes that may occur be recorded. It is considered, however, that the accompanying maps and report contain all the information necessary to determine the extent and character of immediate improvements.

In connection with the survey, and for the purpose of reducing the soundings, tidal observations were made at Hartford and Middletown. A table of all the recorded freshets is embodied in the accompanying report, with a full account of the river.

Below Middletown no general survey of the river was made, the bed being generally permanent, and no improvements being required except the removal of one small rock until we reach the mouth. The river empties directly into the sound, there being no inner bay. The mouth is very wide, and the bar which has formed by the deposit of material brought down by the freshets is constantly shifting by the action of the winds and tidal currents in Long Island sound. The distance between the channel, as shown by the coast survey in 1850, and that now used by steamers in crossing the bar, is three-quarters of a mile.

The amount of water now on the bar in the present channel is, at low water, about seven feet. A detailed examination of this bar was impracticable during the time when it was attempted, owing to rough weather—all operations on the bar being subject to the variable weather of the sound. For the present purpose, however, sufficient information has been obtained on which to base an estimate for deepening the channel to a depth of eight feet at low water, and widening it to a width of 100 feet.

It is not supposed that the improvements recommended will be of a permanent character, except in some instances, owing to the character of the river; but it is believed that if they are made, it will be possible to maintain the channel obtained at a comparatively small expense. The estimated cost of the proposed improvements is \$64,310—say \$70,000—which amount I would respectfully recommend; and it is believed that an annual appropriation of \$10,000 will be ample to maintain the channel in the river and on the bar.

At some points where the river bed is permanent, as at Hartford, it is considered that the row of sheet piling recommended will confine the water to the present channel and keep it clear.

Some of the bars do not seem to be the result of deposit, but to arise from hard material in the bed of the river, which, if once removed, will afford a permanent channel. At points where the bed of the river changes, and with it the channel, it may be that it will be necessary to deepen or straighten the latter, though, in some instances, the channel is found to be benefited by these changes.

The amount to be appropriated in future to maintain the channel, supposing the proposed improvement to be made, will also depend on the extent of the freshets in the spring. In some years little or no change may occur in the bed of the river.

The information required by the act of Congress, approved March 2, 1867, (Public No. 59,) and by engineer department, (Circular No. 11, of June 10, 1867,) is embodied in the accompanying report, with other necessary information.

In closing this report, I desire to commend especially Mr. Theo. G. Ellis, whose services, in making this survey, I was fortunate enough to secure. Combining practical knowledge with a truly scientific mind, he has united these qualities to an earnest zeal in the prosecution of the work assigned him. Being a resident of Hartford, he possessed great facilities for obtaining all the informa-

tion he required, and his report is not only all and more than was required by his instructions, but is valuable simply from the information it contains respecting the river, information never before collated, and most useful for future reference.

In case a more extended survey of the river should be required, comprising a detailed survey of the river between Hartford and Middletown, a general survey for the purpose of delineating correctly the banks between Middletown and the mouth, and a detailed survey of the mouth, I would estimate the sum of \$5,000 for that purpose.

I am, general, very respectfully, your obedient servant,

D. C. HOUSTON,

Major of Engineers, Brevet Colonel U. S. Army.

Brevet Major General A. A. HUMPHREYS,

Comd'g Corps of Engineers U. S. A., Washington, D. C.

P. S.—The maps relating to this survey are sent to the department in a separate package by the same mail with this.

HEADQUARTERS CORPS OF ENGINEERS,

Washington, D. C., January 22, 1868.

COLONEL: Your attention is directed to the report of Brevet Major General Warren's survey of the upper Mississippi river, January, 1867, a copy of which was some time since forwarded to you for a description of Long's scraper in connection with wing-dams, or without them, for increasing the depth of water over the bars of rivers.

The removal of the bars in the Connecticut river seems to offer a good opportunity for the use of this contrivance, which has been applied with success by General Warren during the past season.

Should the velocity of the surface currents over the bar be (as reported by Captain W. H. Swift, topographical engineers) three feet per second, and the bottom fine soft material, it might be removed by stirring up with a screw-dredge or a Long's scraper, and it might be advantageous to try these expedients before resorting to dredging by buckets.

You will please, therefore, examine into this subject, and give your views thereon.

Your estimates for improving the river may be sufficient, but for the improvement of the mouth they are deemed inadequate.

The enclosed extracts from the annual reports of Captain Swift, the officer in charge of the former improvement, show the progress of the work, the difficulties he met with, and the reason for the increase of cost of dredging upon the Saybrook bar. They show also, conclusively, that no permanent cut can be made, but that the channel may be kept open, when once made, by a small amount of yearly dredging, or what would be better, if feasible, by the use of scrapers or stirrers.

It would not be advisable to present your report of January 11 to Congress until the results of your further investigations are received.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,

Brigadier General of Engineers, Commanding.

Major and Brevet Colonel D. C. HOUSTON,

Corps of Engineers, Newport, Rhode Island.

ENGINEER OFFICE, UNITED STATES ARMY,

Newport, R. I., January 27, 1868.

GENERAL: I have the honor to acknowledge the receipt of your letter of the 22d instant, calling my attention to the report of Brevet Major General Warren of the survey of the upper Mississippi, (January, 1867,) and enclosing extracts from the annual reports of Captain W. H. Swift, topographical engineers United States army, on the former improvement of the mouth of the Connecticut river.

I have attentively read the report of General Warren, describing the scraper devised by Colonel Long, and cannot doubt, from the statements therein contained, and from his successful use of scrapers in the upper Mississippi during the past year, that it would be by all means advisable to try the use of them in deepening the water on the bars of the Connecticut river, especially those above Middletown, before attempting to accomplish that object by the more expensive operation of excavation. Owing to the shifting character of the bed of the Connecticut, and the almost certainty that any artificial channel will require periodical efforts to maintain it, it is not so important that the material removed from the bars should be deposited where it will remain, as is the case in other localities, where there is every reason to believe that a permanent channel will be maintained by the action of the tides.

For this reason economy urges the use of scrapers, if practicable, and from the velocity of the current on the bars above Middletown, there seems no reason why they should not answer the purpose, except where the bottom is gravel, in which case it will probably be necessary to use an excavator.

On the bar at the mouth it is uncertain what would be the action of the current on the material loosened by the scrapers. At the mouth of the Mississippi the current is always in one direction, while at the mouth of the Connecticut we have the alternate ebb and flood currents from the tides of the sound. Still, I think it advisable to try the scrapers in this case.

It is possible, at once, to make a trial of the scrapers in the Thames river, and from the success in removing the sand bars on the upper Mississippi, I would recommend the immediate construction of a scraper to be used on the Thames. Even if it should not fully answer the purpose it will have the effect of loosening the material to be dredged, as well as diminish its amount. The velocity of the ebb current in the Thames was found to exceed three feet per second. Should this recommendation be approved I request to be furnished with any detailed information in possession of the department, not contained in General Warren's report, in relation to the use of the scraper, and, if possible, authority to construct a scraper here, by days' work, and employ a suitable tug-boat, without the delays incident to the system of advertising, making contracts, &c. In a matter of this kind and in this locality a satisfactory *contract* cannot well be made.

In regard to the estimate for dredging the bar at the mouth of the river, it was based on the assumption that it was desirable to obtain a channel 100 feet wide, and eight and one-half feet deep at low water; this depth corresponding to the depth proposed to be obtained on the bars above Middletown at extreme low water. The present depth of water on the bar at the *shoalest* place is seven feet, as near as could be ascertained, but this occurs only for a short distance. I assumed then that the prism to be excavated would be 2,000 feet by 100 feet by 2 feet = 14,815 cubic yards, say 15,000 cubic yards.

Estimate.

15,000 cubic yards, at 50 cents per yard.....	\$7, 500 00
Contingencies.....	2, 500 00
Total.....	<u>10, 000 00</u>

It would be desirable to obtain a deeper channel, but from my inquiries at Hartford before the survey was commenced, the great desideratum and immediate want seemed to be the improvement of the river between Middletown and Hartford, so much so that I had some hesitation at first about presenting an estimate for the improvement of the bar at this time. I enclose herewith a revised estimate for excavating a channel over the bar—first, to obtain a depth of nine feet at low water, and second, to obtain a depth of twelve feet.

I am, general, very respectfully, your obedient servant,

D. C. HOUSTON,

Major of Engineers, Bvt. Col. U. S. Army.

Brevet Major General A. A. HUMPHREYS,

Com'dg Corps of Engineers, U. S. Army, Washington, D. C.

Estimate of cost of deepening the channel on the bar at the mouth of the Connecticut river by excavators.

First. To obtain a channel 200 feet wide and nine feet deep, at low water:

The present depth on the bar at its shoalest place being seven feet, we may assume that the prism to be excavated is 2,000 feet by 200 feet by 2 feet = 800,000 cubic feet, or 30,000 cubic yards, the extremities of the 2,000 feet channel being now in nine feet of water.

Cost of employing chain-bucket machine and scows, per week, including breakages, \$600. Capacity of machine, per day, 400 cubic yards. Assuming an average of three working days per week we have 1,200 yards per week, at 50 cents per yard = \$600.

30,000 yards, at 50 cents per cubic yard.....	\$15,000 00
Contingent expenses, supervision, &c.....	2,500 00
Total.....	17,500 00

Time required for one machine, twenty-five weeks or six months.

Second. To obtain a channel 200 feet wide and twelve feet deep, at low water:

The prism would be 200 feet by 3,125 feet by 5 feet = 3,125,000 cubic feet = 116,000 cubic yards nearly, at 50 cents per cubic yard.....

\$58,000 00

Supposing the work to be done in one season there would be required four machines for six months.

Add to the above contingencies, supervision, &c.....

4,000 00

Total.....

62,000 00

Under favorable circumstances the capacity of the machine is greater than as above mentioned. The prism assumed exceeds the amount actually required to be excavated, but this assumed excess is equalized by the quantity which the machines will necessarily excavate below the depth required in order to secure that depth.

Respectfully submitted:

D. C. HOUSTON,

Major of Engineers, Brevet Colonel U. S. Army.

ENGINEER OFFICE, UNITED STATES ARMY,

Newport, R. I., January 27, 1866.

The amount estimated, \$17,500, for excavating a channel nine feet deep at low water would, according to the estimate of Major H. C. Long, (and these estimates would not be exceeded here,) operate a scraper for seven months.

Report of survey of Connecticut river, December, 1867.—T. G. Ellis, Engineer.

ENGINEER OFFICE, UNITED STATES ARMY,
Newport, Rhode Island, January 11, 1868.

COLONEL: A survey of the Connecticut river has been made in conformity with instructions received from you in August last, requiring "a survey of such portions of the river as require improvement below the city of Hartford, with a map and report," and stating that "the object of this survey is simply to inform Congress as to the condition of the river, so that it can act intelligently in making appropriations for its improvement. Although called a survey, it ought to be called an examination, for it is not intended to make an elaborate survey, but only so far as the above-mentioned object requires. I desire then a reconnoissance of the river, with special examinations of those points where improvement is required."

You also furnished me with copies of an extract from the act of Congress authorizing the survey, which is appended and marked A, and extracts from the War Department circular relating to what was required in my report, which is also appended and marked B.

A tracing of the coast survey chart of Saybrook bar was also furnished me, with the remark that "an examination of Saybrook bar, with a view to deepening the channel over it, will also be comprised in this survey. We have, however, a survey of this, which I enclose, so that all I ask of you is to ascertain what has been done there in former times and its results."

Having the above objects in view, the survey was commenced under my direction about the middle of August last, and field operations were carried on under two principal parties with assistants, at Hartford and Middletown, to observe the fluctuations of the river, until the last of October. One of the parties again took the field for a short time in November, but most of the time since has been employed in making up the notes and preparing plans. Although we were especially favored with fine weather during the progress of the field operations, yet the season became so late before completing the surveys of these parts of the river requiring examination, that little or nothing could be done towards ascertaining by observation what changes have taken place in the bar at the mouth of the river.

It is believed, however, that every point on the river where obstructions now exist or have existed within the past few years, have been examined with sufficient care to determine their nature and what is the best means of overcoming them.

The other items of information, required by the circular from the War Department, have been derived from various sources where they could be best obtained. The information relating to the commerce of the river has been principally derived from the evidence given before the committees of the State legislature with regard to bridging the river at Middletown and Lynn, and may be relied upon as accurate. The information embodied in this report regarding the changes in the channel of the river, high and low water marks, and the building of piers, is given upon the authority of various persons who have resided a long time near the river or navigated its waters. Their statements are corroborated by others, and it is believed that very little of what is stated will be found to vary materially from the real facts of the case.

METHOD OF SURVEYS.

The method employed in making surveys of those portions of the river where obstructions exist was generally as follows:

Base lines were located on each side of the river as nearly as possible, in the direction of the bank, and with as few angles as could be obtained sufficiently near the river, and the ends and angles of these lines connected by triangulation.

Lines were then laid off across the river, generally parallel to each other, and at such distances apart as was thought desirable to take soundings to delineate the shape of the bed. The length of these lines being computed, an accurate plan of the river banks was obtained by measuring from the base lines. These distances being taken from the computed length of the whole line across the river between the base lines, gave the width of the river upon the line on which the soundings were taken. The soundings were made from a boat pulled steadily across the river and kept in range of two poles set up on the line upon one of the banks. The boat was started so that one sounding would be zero on the bank of the river, and the others at equal distances across to the other bank. The depth was measured at the end of a certain number of strokes of the oars, generally three. The character of the bottom as well as the depth was observed at each sounding.

The velocities of the current at several places across the stream were taken at the most important points, with a view to making a correction of the distance run by the boat between the observations for the different velocities of the current at the sides and middle of the stream. But as it was found most convenient, for the purpose of keeping more nearly and easily in line, to make the observations at such times as the tide was setting up stream, and thereby reducing and at times neutralizing the force of the current, or when the wind blowing up stream assisted in producing the same effect by its action upon the boat, this correction was found to be immaterial to the accuracy of the position of the soundings.

Before commencing the soundings at any point, a certain height was established upon the bank, generally by driving several stakes carefully to the same level, and immediately before taking a line of soundings across the river, the level of the surface of the water was determined from one of these stakes and entered upon the notes. By this means the soundings from the variable surface of the water were all referred to one level at each point where a survey was made. It then became necessary to reduce the soundings to low-water mark at each point, or some other level of the river, the exact height of which above low-water mark was known.

In order to do this, observers were stationed at Hartford and Middletown, the only places on the river where low-water mark was known, who observed the height of water each ten minutes during the day. This gave the fluctuations of the river at those points. The tides were also observed for twenty-four hours at several intermediate points, to determine the form of the wave.

The level assumed as mean low water, and to which all the soundings of the survey are reduced, is the lowest stage of water during the past season which occurred during the progress of the survey. This was supposed also to run out at mean low water at Saybrook.

For the purpose of reducing the soundings, the tidal wave was supposed to be diminished in height uniformly from Saybrook to Middletown and from Middletown to Hartford.

If the observations at any point of survey extended over a high or low tide, the proportional difference in height for the distance was added or subtracted, and this computed height assigned to the highest or lowest water observed at that point.

This gave the height of the stakes or points of reference above low-water mark. The reduction to the assumed level was then made by taking the proposed proportional distance above this base, corresponding to the position on the river, the decrease in height being considered uniform between the known points of Hartford, Middletown and Saybrook. At some of the minor points where there was no maximum or minimum height of water observed, the tidal wave was taken as moving up stream uniformly, to obtain the time of high or low water at these places. The proper height for the nearest observation to high or low water was then computed from the general form of wave at the nearest

point taken as observed by the twenty-four hour diagram prepared for the purpose.

The velocities of the current observed were taken with a float of thin pine about four by six inches, sunk to the surface of the water by lead on the lower edge, and rigged somewhat like a ship's log. The line was run out by hand without resistance, and the number of seconds observed between two knots of red flannel one hundred feet apart.

CHARACTER OF THE RIVER.

The Connecticut river rises in the extreme northern part of New Hampshire almost upon the border of Canada, and flows southwardly between the States of New Hampshire and Vermont, crossing the States of Massachusetts and Connecticut—its whole course lying within the limits of the United States.

In the States of New Hampshire and Vermont its water-bed is narrow and precipitous, and its tributaries are mostly small, partaking of the character of mountain torrents. The principal tributaries in New Hampshire are the Upper and Lower Ammonoosuc and Ashuelot rivers; and in Vermont the Passumpsic, White and West rivers.

In Massachusetts the Chicopee and Miller's rivers enter it from the east, and the Deerfield and Westfield rivers from the west.

The principal tributary in Connecticut is the Trenxis or Farmington river. It rises in the easterly slope of the Green Mountains in Massachusetts, and flows southerly to Farmington, where it makes an abrupt bend to the north and passes through the range called "Talcott's Mountains," when it again turns southerly and enters the Connecticut opposite the town of East Windsor. Below Hartford the streams which enter the Connecticut are small, and, except in rain storms, furnish but little water.

From its source to the Massachusetts State line, the banks of the Connecticut are generally of a permanent character. Through the State of Massachusetts the river passes mostly through an alluvial formation, though in some places the bed is formed of hard and permanent materials. From the town of Northampton to Hartford the river passes through alluvial meadows, overflowed in high freshets. Through Massachusetts and Connecticut the banks are not generally wooded, but occasional patches of woods and many single trees stand upon them.

The river is navigable for schooners and steamboats to Hartford, and by means of canals around the falls and rapids, it is navigable for small craft through the whole length of Connecticut and Massachusetts.

In accordance with the object of the present survey, the river has been more particularly examined from Hartford to its mouth, embracing that part which is capable of being improved and rendered navigable for larger vessels than at present.

The first bridge across the river occurs at Hartford, where there are two—one a toll bridge at the foot of Morgan street above the wharves, and the other the bridge of the Hartford, Providence and Fishkill railroad, just above the city. These bridges are furnished with draws, though they are rarely if ever opened. As they are now, they effectually make Hartford the head of navigation. The next bridge above, that of the Hartford and Springfield railroad at Warehouse Point, was built without a draw, although the charter of the road requires that there should be one.

From Hartford to Rocky Hill, a distance of nine miles, the banks of the river are generally a clayey loam upon the outside of the curves or bends, and upon the opposite side low sand beaches deposited by the river in freshets. The banks upon the outside of the bends are about twelve or fifteen feet high, and are washing away rapidly, generally caving off by being washed under, but in some cases the clay slides out from the bottom and rises up in the river, the top

sinking down for perhaps twenty or thirty feet back, to eight or ten feet lower than before. The part that slides out into the river soon washes away, and the operation is repeated.

The bottom of the river is generally gravel and sand, being quite hard in the channel.

From Rocky Hill to the narrows below Middletown, the banks are generally more permanent and less subject to wash. At two or three places, however, they are wearing away by the action of the water. One of these is about two miles below Rocky Hill, where the banks are of sand, and another at Gildersleeve's island, about three miles above Middletown, where the bank is composed of sand and clay, and is washing away rapidly. Through the straits, for a distance of about a mile, the banks are high and rocky, and the channel deep and narrow. From this point to the mouth of the river the banks suffer but little abrasion from the action of the water, and are generally hilly, sloping downward to the river, and in many places rocky.

At the mouth of the river, as is usual in all streams that bring down sediment from an alluvial region, a bar has formed, composed of sand and mud, deposited mostly in time of freshets.

CHANGES IN THE BED OF THE RIVER.

That part of the river lying between Hartford and Rocky Hill has evidently been subject to many changes of its bed. At Hartford the river has moved to the west, until it encountered the high sloping ridge upon which Hartford is built, and the shore was protected by wharves. Below Hartford it has changed somewhat, as will be mentioned further on, but the greatest changes have occurred between the *Hockamen* river and *Glastenbury*. A sketch in a book published in 1838, called "Historical Collections of Connecticut," shows that at the time the country was first settled, the river ran from near the mouth of the *Hockamen*, around a bend now forming Wethersfield cove, and then around another bend through what is now Keeney's cove. Crossing Pratt's ferry near its present bed, it then ran to the westward of the present channel and joined it lower down. This change is shown by the fact that part of the town of Glastenbury, which was formerly bounded by the river, now lies upon the west side of it. At present both of the bends in the locality above mentioned are extending and making the channel more serpentine, and at the same time moving down stream.

In several places the change, within thirty or forty years, has been more than the width of the river, so that land formerly owned by persons now living, lying upon one side of the river, has been passed over and now lies upon the opposite side.

"desist from attempting to form a channel to the east of the island opposite the

Further down, opposite the city of Middletown, the channel has changed from the west to the east side of the island since the year 1807, for in October of that year the legislature passed a resolution directing the Union company to north part of the city of Middletown," showing that a change from the west side was contemplated at that time.

Below Middletown there does not appear to have been any important change in the bed of the river. At the place called Selden's Cove, the river may have changed its bed a long time ago, but it now appears to be permanently fixed between the present banks.

FRESHETS.

The Connecticut river is subject to freshets of considerable height, which occur principally in the spring when the river is swollen by the melting snow, although freshets have occurred in every month of the year except June, July and September. The highest freshets generally occur in the spring. There was one remarkable exception, however, in August, 1856, when the water rose

to a height of twenty-three feet four inches above low-water mark. This was caused by extraordinary and unusually heavy rains which occurred at that time. A few of the most extraordinary which have been known are recorded upon a gauge-board at the toll-house, at the west end of the bridge across the river, at Hartford. The zero of this gauge-board, which is marked in feet and inches, is placed at the level of the low water of 1801, which, previous to 1858, was the lowest water on record.

In the last year mentioned, the water fell to about one and a half inches lower.

The flood of 1854 is erroneously marked on this gauge at thirty feet, when it should have been twenty-nine feet ten inches, as recorded at the time upon the same scale as the other flood marks. This is the highest water ever known in the river.

Previous to the high freshets of May, 1854, and April, 1862, that of 1801 was the highest known.

From careful levels taken from the different flood marks at Hartford and Middletown, and from records kept by Mr. Chapman near the Hartford bridge, the following table of the remarkable floods in the Connecticut has been prepared. The heights at Hartford are from the zero of the gauge-board at the toll house, which is the conventional low-water mark, and those at Middletown are from six inches above the zero of the gauge-board at the Portland quarries, which, it is believed, is extreme low water at Middletown, as near as can be ascertained:

Date.	Hartford.	Middletown.
	<i>Ft. in.</i>	<i>Ft. in.</i>
Flood of 1801	27 6	23 8½
1841	26 4	.....
1843	27 2	22 11
December, 1844	19 6	.....
February, 1845	19 0	.....
April, 1845	19 0	.....
March, 1846	18 9	.....
April, 1847	21 0	.....
January, 1848	15 6	.....
November, 1849	17 6	.....
May, 1850	20 9	.....
January, 1851	14 6	.....
April, 1852	23 1½	19 5
May, 1853	16 0	.....
November, 1853	20 6	17 2
May, 1854	29 10	25 8½
January, 1855	15 0	.....
April, 1856	16 3	.....
August, 1856	23 4	18 1
February, 1857	19 6	.....
October, 1857	18 3	.....
March, 1858	12 3	.....
March, 1859	26 5	21 10
March, 1860	16 0	.....
April, 1861	21 6	.....
April, 1862	28 8	23 9½
November, 1862	15 6	.....
May, 1863	15 0	.....
April, 1864	17 3	.....
March, 1865	24 9	20 0
May, 1865	18 0	.....
February, 1866	20 6	.....
April, 1866	13 10	.....
February, 1867	17 2	.....
April, 1867	20 0	.....
August, 1867	16 2	.....

The average difference of the heights of the river freshets above compared, at Hartford and Middletown, is 4 feet $3\frac{1}{2}$ inches.

The great height of freshets at Hartford and Middletown is due to the contraction of the waterway at the narrows just below Middletown. The river is here only 650 feet wide at the water line, with precipitous and rocky banks rising to a great height on either side, so that the width does not probably exceed 800 feet at the highest water level. Through this gorge all the water must pass, which in freshets overflows the banks above and spreads out in some places nearly two miles in width over the meadows through which the river runs.

The effect of this contraction of the waterway is seen in the small fall in the surface of the water in floods between Hartford and Middletown, given above. Middletown is about one-third of the distance from Hartford to the mouth of the river, and the average fall of water in high freshets between those points is only one-sixth of the mean height of the freshets above low-water mark at Hartford. The distance from Hartford to Saybrook light is forty-nine miles.

SEDIMENTS AND DEPOSITS.

In the spring freshets, the upper waters and tributaries of the Connecticut bring down great quantities of silt, which is deposited along its course and at Saybrook bar.

At high stages of the river the water is dammed back by the straits below Middletown, and spreads out over the meadows above. A large proportion of the earthy matter held in suspension is thus deposited in the comparatively slow current over the meadows and along the channel of the river. Bars are formed wherever there are eddies, which remain after the water has fallen, and prove serious obstacles to navigation. These bars are generally washed down as the river falls, by the current in the channel. There seems, however, to be in some places a hard bottom of gravel or coarse sand, which lies very firmly bedded and does not wash away with the force of the current at low water. This remains and forms permanent bars or shoals. The fine particles held in suspension are carried forward by the current and deposited lower down, or carried out over the bar at the mouth of the river.

After the water has fallen so as to be confined between the banks in the alluvial region between Northampton and Rocky Hill, these banks are washed and cave off, furnishing a great amount of material to be deposited below.

VELOCITY OF THE CURRENT.

The velocities of the current in the river are so much affected by the height of the water and the tides that the limited number of observations taken during the progress of the survey do not form sufficient data to determine with accuracy the volume of water, or the effect that the current of the river has upon the bottom at the different stages of the water. They show, however, some facts which are worthy of note. At Hartford bar the greatest surface velocity observed was in the narrow part of the channel near the island marked B on the map, and opposite the end of the pier C. At each of these places the velocity was 3.06 feet a second, or 2.09 miles an hour. In the wider parts of the stream the velocity was 2.45 feet a second, or 1.67 mile an hour.

These velocities were taken when the height of the river was five feet above low-water mark.

Along that part of the river shown on sheet No. 1, the maximum velocity was about 200 feet from the west bank.

By observations taken at the commencement of the survey, when a sudden rise occurred in the river, the surface velocity in the channel opposite Colt's dike was four feet a second, or 2.73 miles an hour, and opposite the foot of

Kilbourn street, just below the east Hartford bridge, it was 4.17 feet a second, or 2.84 miles an hour. At this time the river was 14.3 feet above low-water mark.

At Wethersfield the velocities of the current were taken when the river was quite low. The maximum velocity observed was 1.64 feet a second, or 1.12 mile an hour, when the river was 1.8 feet above low-water mark, and at low tide. The least velocity observed was 0.83 foot a second, or 0.57 mile an hour, at high tide, when the height of the water was three feet.

At Pratt's ferry the maximum velocity observed was 2.22 feet a second, or 1.51 mile an hour, taken when the tide was about half low, running out, and the height of water about 2.5 feet above low-water mark. At Log bar the maximum velocity observed was 1.61 foot a second, or 1.10 mile an hour, taken when the tide was about half low, running out, and the water at 2.3 feet above low-water mark.

Near Glastenbury piers the maximum velocity observed in the channel was 2.70 feet a second, or 1.84 mile an hour when the tide was running out, about half low, and the water about three feet above low-water mark.

Near Dividend bar the maximum velocity observed was 2.50 feet a second, or 1.70 mile an hour taken about two hours before low water, when the river was 3.5 feet above low-water mark.

The minimum velocity observed at this point was 0.33 foot a second, or 0.23 mile an hour. This was at high tide, with the river at 4.5 feet above low-water mark. Below Dividend bar no observations of velocities were made. The following table shows the depth of water and the surface velocity at the different points, and also in the fourth column the computed velocity at the bottom of the channel in feet a second.

	Height of water.	Surface velocity.		Bottom velocity.
		Miles an hour.	Feet a second.	Feet a second.
Foot of Kilbourn street	14.3	2.84	4.17	2.50
Hartford bar	14.3	2.73	4.00	2.40
Hartford bar	5.0	1.67	2.45	1.47
Opposite pier C	5.0	2.09	3.06	1.84
Wethersfield	1.8	1.12	1.64	.98
Wethersfield	3.0	.57	.83	.50
Pratt's ferry	2.5	1.51	2.22	1.33
Log bar	2.3	1.10	1.61	.97
Glastenbury piers	3.0	1.84	2.70	1.62
Dividend bar	3.5	1.70	2.50	1.50
Dividend bar	4.5	.23	.33	.20

According to Du Buat, the greatest velocities of the current close to the bed, consistent with the stability of various materials, are as follows :

Soft clay	0.25 foot a second.
Fine sand	0.50 foot a second.
Coarse sand	0.70 foot a second.
Gravel	1.00 foot a second.
Coarse gravel	2.25 feet a second.

According to this it would appear that at Hartford bar and Pratt's ferry the current is sufficient to move the material of the bottom, unless it has become so hard and packed as to resist the action of the water, which, from the notes taken of the soundings, would seem to be extremely probable, as the lead would strike hard and firmly against the bottom at these places.

At Glastenbury piers and Dividend bar the channel now scours out to a sufficient depth.

TIDES, ETC.

During the progress of the survey, it became necessary to make observations upon the tides and other fluctuations of the river, in order to reduce the soundings taken to a uniform level or stage of water. Observations were taken at Hartford and Middletown with this view, as these were the only places where there is any standard low-water mark.

At Hartford the observations were taken near the bridge at the foot of Morgan street.

At the toll-house, on the Hartford end of the bridge, is the board upon which is recorded the heights of the most extraordinary freshets in the river, before mentioned. The zero of this board was taken for low-water mark, and is the point known as such, when speaking of heights of water in the river.

The water has, however, been known to fall below this zero, upon at least one occasion. At the northeast corner of Chapin's wharf, upon a large firm pile, the second from the end, are driven four spikes, put in at the lowest stages of water in different years. The lowest one was driven by Mr. E. B. Farnham, of Hartford, at the extreme low water of August, 1858, and is .11 of a foot lower than zero of the gauge at the toll-house. This is the lowest water known.

The next spike is .12 of a foot higher, corresponding to about the zero of the gauge-board, and is said to have been driven by a Mr. Hempstead, the former surveyor of the Union company.

The other two spikes are higher up; one was driven by Mr. P. B. Goodsell, surveyor of the Union company, in 1833, and the other by some person unknown.

At Middletown the observations were taken near the ferry to Portland, and the point assumed as low-water mark, to furnish a base for the observations, was the zero of a gauge board upon the corner of one of the wharves at the Portland quarries. No definite information could be obtained regarding the extreme limit of low water at Middletown, and it is extremely doubtful if it ever reaches the zero of the scale above mentioned. At the lowest stage of water observed during the present survey, the height of the river appeared to be about the same above the two zero points at Hartford and Middletown. It is probable, however, from a comparison of the heights at different stages of the river, that when the water was down to zero of the Hartford scale, it would correspond to about six inches of the scale at Middletown.

The lowest stage of water observed was on the 1st of October, when the water at the low side was 1.48 foot above the zero at Hartford, and 1.46 foot above the zero at Middletown. This height was assumed as mean low water, and to it all the soundings between Hartford and Middletown are reduced.

Between Middletown and Saybrook bar, the soundings are reduced to the height of 1.46 foot above the zero at Middletown, and mean low water of the tidewater at Saybrook.

From the observations taken between the 20th of September and the 20th of October, the mean rise and fall of the tidal wave, and the time of its passage up the river, have been computed.

The rise and fall of the river from rains, and the effect of winds, cause so great a disturbance in the tides upon the river, that the heights and periods of the successive tides are extremely variable, even in the lowest stages of the water.

In high freshets the tides are not felt at all at Hartford and Middletown, but in the low stages of the water they are perceptible at Winsor locks, twelve miles above Hartford.

The mean rise and fall of the tides at Hartford, as determined by the observations taken, is .85 foot, the average height of the water at low tide being 2.49 feet, and at high tide 3.34 feet.

The greatest tide observed was upon the 27th day of September, when the river, at low water, was 1.82 foot above low-water mark, and the weather calm; on that day the tide rose 1.24 foot.

The least rise was upon the 9th day of October, when the height of the river at low water was 3.57 feet, and the wind light from the southwest; on that day the tide rose .25 foot.

The highest water was on the 14th day of October, when the river stood at 4.60 feet above low-water mark. The lowest water was on the 1st day of October, when the river stood at 1.48 foot above low-water mark.

At Middletown the mean rise and fall of the tides, as determined by the observations taken, is 1.93 foot, the average height of the water at low water being 2.13 feet, and at high tide 4.06.

The greatest tide observed was upon the 2d day of October, when the height of the river above low-water mark or zero of the gauge was 1.77 foot, and the wind light from the southwest. On that day the tide rose 2.47 feet.

The least rise was upon the 9th day of October, when the height of the river at low water was 2.50 feet, and the wind light from the southwest. On that day the tide rose 1.13 foot. The highest water observed was upon the 15th day of October, when the river stood at 4.92 feet above low-water mark. The lowest water was on the first day of October, when the river stood at 1.46 foot above low-water mark. At Saybrook the mean rise and fall of the tide is 3.9 feet. The rise and fall of spring tides is 5.0 feet. The rise and fall of neap tides is 2.8 feet. The tidal wave passes up the river from Saybrook to Hartford, assuming, as is usual in rivers, a different form as it progresses. The front and up stream surface of the wave becomes steeper, and the back or down stream surface flatter, as the wave becomes more reduced in height from the resistance it makes in its passage. The tops of the wave, or high water, moves up stream more rapidly than the bottom or low water. We consequently find a less time between low water and the succeeding high water the further we are moved from the mouth of the river.

At Saybrook, the mean duration of the rise of the tides is 6 hours and 9 minutes; the mean duration of the fall is 6 hours and 15 minutes.

At Middletown, the mean duration of the rise is 4 hours and 55 minutes; the mean duration of the fall is 7 hours and 30 minutes.

At Hartford, the mean duration of the rise is 4 hours and 15 minutes; the mean duration of the fall is 8 hours and ten minutes.

The high tide, or top of the tidal wave, passes from Saybrook to Middletown in 3 hours and 25 minutes, and from Middletown to Hartford in 2 hours and 5 minutes, making a difference of 5 hours and 30 minutes in the whole distance.

The low tide, or bottom of the wave, passes from Saybrook to Middletown in 4 hours and 39 minutes, and from Middletown to Hartford in 2 hours and 45 minutes, making a difference of 7 hours and 24 minutes in the whole distance.

Thus we see that the high tide moves from Saybrook to Hartford in 1 hour and 54 minutes less than the low tide, according to the determination of the United States Coast Survey, in 1838 and 1851; the corrected establishment, or average time between the moon's southing and the time of high water at Saybrook is 10 hours and 17 minutes. This would give the corrected establishment at Middletown 13 hours and 42 minutes, and at Hartford 15 hours and 47 minutes.

WHAT HAS BEEN DONE ON THE RIVER.

What has already been done in the way of improvements upon the river, will be in a great measure described when speaking of the obstructions in the channel, as the subject will be better understood when taken in connection with the description of the localities and nature of the obstructions it was intended to obviate or overcome by the means employed. A few remarks, however, upon the improvements made by the Union Company, and their character, will assist in understanding the subject.

The Union Company was chartered by an "act for incorporating a company to clear the channel of Connecticut river," passed in October, 1800 by the State legislature. The charter stated that the company was "for the purpose of removing obstructions to navigation in Connecticut river from Hartford to the sound;" that the capital was to be "not less than \$80,000;" that they could hold real and personal estate to the value of \$120,000; that they should have "power to dig, cleanse, and remove obstacles from the channel and the bars of said river in all parts thereof, and shall have power to erect and build such wharves, piers, and bridges in said river, or on the banks thereof, as they may judge necessary." It also gave the power "to receive tolls when they shall have removed obstructions between Hartford and Middletown, to increase the depth of water to six feet, and of a suitable width to enable vessels to pass."

This charter was to remain in force for sixty years. The tolls were fixed for vessels of different draughts of water, according to the distance they went up the river, at from \$6 to \$38 for draughts of from six to ten feet. This charter was amended in unimportant particulars in 1801-'3-'7-'10-'12 and '28. The company commenced work in 1801, and built several rough stone piers in the river between Hartford and Middletown. The first was a pier opposite Dutch Point, in Hartford, on the east side of the river. Hartford bar pier, or rather part of it, was built the same year. This bar had been then for some time the most difficult place to pass of any on the river.

Previous to the commencement of the Union Company's operations in the river, there were eight sand-bars between Hartford and Middletown, which were serious obstacles to navigation. On several of them the depth of water at average tides, according to different statements made by reliable persons under oath, in 1831, was only from five feet six inches to five feet ten inches. One statement was that "at the ordinary state of the river, at the height of the tides, the depth of water on the bars varied from five feet eight inches to six feet." There were also in the river a number of logs from which two of the bars derived their names, which were a great impediment to vessels, and which the company removed.

They also removed logs at the mouth of Little river, in Hartford, and, up to the year 1835, expended considerable means in building piers, stoning the banks of the river in several places, and planting willows to protect the banks, and materially improved the navigation up to that year.

The amount expended by the company from the commencement of their operations to the year 1835, inclusive, in clearing the channel and improving the navigation of the river was \$44,271 11. After the year 1835 considerable was done by the company of which I could find but little information. According to the report of the commissioners "appointed by law to examine the works erected and established by the Union Company in Connecticut river, between the towns of Hartford and Middletown, and to determine the depth of water on the several bars between those places," the least depth of water in the channel, from the top of high water at common tides, in the month of August, on the shoalest bar between Hartford and Middletown, was as shown in the following table. The last column shows the height reduced to low water by deducting the height of an average tide at the points named.

Year.	Place.	Depth at high water.	Depth at low water.
		ft. in.	ft. in.
1826..	Log Bar, Junior.....	7 9	6 5
1827..	Log Bar, Junior.....	6 7	5 3
1828..	Log Bar, Junior.....	7 9	6 5
1829..	Log Bar.....	6 8	5 5
1830..	Hartford Bar, Junior, (clay banks)	7 5½	6 5½
1831..	Log Bar, Junior.....	7 4	6 0
1832..	Hartford Bar, Junior, (clay banks)	8 0	7 0
1833..	Hartford Bar, Junior, (clay banks)	7 6	6 6
1834..	Hartford Bar, Junior, (clay banks)	7 8	6 8
1834..	Hartford Bar.....	7 8	6 10
1835..	Hartford Bar.....	7 5	6 7
1836..	Hartford Bar, Junior, (clay banks)	7 2	6 2
1837..	Log Bar, Junior.....	7 3	5 11
1838..	Log Bar, Junior.....	7 8	6 4
1838..	Hartford Bar, Junior, (clay banks)	7 8	6 8
1839..	Hartford Bar, Junior, (clay banks)	7 11	6 11
1840..	Hartford Bar, Junior, (clay banks)	7 11	6 11
1841..	Hartford Bar, Junior, (clay banks)	7 5	6 5
1842..	Hartford Bar, Junior, (clay banks)	7 5	6 5
1843..	Hartford Bar, Junior, (clay banks)	7 0	6 0
1844..	Log Bar, Junior	7 6	6 2
1845..	Hartford Bar, Junior, (clay banks)	7 0	6 2
1845..	Log Bar, Junior	7 0	5 8
1845..	Glastenbury Bar.....	7 0	5 8
1846..	Hartford Bar, Junior, (clay banks)	8 9	7 9
1847..	Log Bar, Junior	8 0	6 8
1848..	Hartford Bar, Junior, (clay banks)	8 0	7 0
1849..	Log Bar, Junior	8 4	7 0
1850..	Hartford Bar, Junior, (clay banks)	8 0	7 0
1851..	Hartford Bar, Junior, (clay banks)	8 0	7 0
1852..	Hartford Bar, Junior, (clay banks)	8 4	7 4
1853..	Hartford Bar, Junior, (clay banks)	8 6	7 6
1853..	Dividend Bar	8 6	7 0

The works of the Union Company were but temporary expedients, and most of the piers built by them have become obstacles themselves instead of aids to navigation.

During the past few years the steamboat company have been engaged in improving the channel by dredging. The points where they have worked will be given further on.

They have already expended about \$34,000 in this manner, and the city of Hartford has contributed about \$12,000 for the same purpose.

About twenty years ago the United States government dredged out a channel over Saybrook bar, but no reliable information can be obtained here of when the work was done, or how extensive it was intended to be.

It is the opinion of Mr. Smith, the president of the steamboat company, that the channel which was then dredged out soon filled up again; but for how long a time the benefit of the dredging was apparent nobody seems to know.

Perhaps the channel opened was not in the position of the present course of vessels over the bar, the Coast Survey chart of the mouth of the river, made in 1849 and 1851, herewith appended, showing deeper water on another part of the bar than in the channel at present used.

The work done may, however, have been subsequent to the above survey.

Until within about fourteen years, boats ran through the eastern channel shown on the Coast Survey chart, but about 1853 changed to the one now used.

About five or six years ago this channel was scraped out with a ploughing apparatus drawn by tugs, with considerable benefit.

OBSTRUCTIONS AND PIERS.

The principal places where obstructions have existed or now exist in the river are as follows :

Just below the city of Hartford a bar has formed across the river, shown on sheet No. 1, which during the past season has been the most troublesome place on the river. At this place, according to the best accounts, the river has moved to the west some three or four hundred feet within the past forty years. At the wharves in Hartford, and at the old pier marked C on the map, the bed of the river has remained nearly stationary. This change in the bed of the river was caused partially by a pier built sixty-six years ago on the east side of the river, opposite Hartford, by the Union Company, which deflected the current to the opposite side of the river, and washed away about two hundred feet of the bank where Colt's depot now stands. Below this the bank has been gradually washing, until at present it is becoming dangerously near Colt's embankment. The bank on this side of the river varies from four or five to twelve or fifteen feet high, and is a stiff yellow clay, with some compact and hard streaks, which resist, to a certain degree, the action of the water. The top of the bank is covered with a small growth of willows, interspersed with young elms and poplars. Before Colt's dike was built there were small stone piers to protect this bank.

The bank of the river upon the east side has become filled out with sand deposited in freshets. The bank at present is about five feet high where, forty years ago, there was said to be about five feet of water, showing an average deposit of three inches a year. During the high water of last August there was a deposit of one-third of an inch upon the surface of the meadow.

The bank is fringed with small trees, some of which may be twenty years old.

The bottom of the river on the east side is hard sand, in some places formed into small ridges running at right angles to the bank, and sloping gradually to the channel, where the material changes to coarse sand and gravel. On the west side of the channel the bottom is hard clay, though in some places, and especially along the water edge, the sand deposited by freshets still remains.

Near the west bank is a small island, shown at B on the map, which a few years ago was a projection into the river called "the natural wharf." The water has worked behind it, and is leaving it in the channel, where it will soon become a very serious impediment if not taken care of. The channel will also probably work around so as to pass between this island and the west bank, which would seriously endanger Colt's embankment. The shoalest water in the channel is opposite this island, where the depth below extreme low water is 5.8 feet.

The old pier marked C on the map was built by the Union Company, about one-third of it in the year 1801, soon after the formation of the company, and the other two-thirds about thirty years ago. This pier was built in deep water, and what effect it was intended to produce upon the channel I have not been able to ascertain.

Just below the Union Ferry dock is a small pier, marked D on the map, which has been built to protect the bank, and does not at present offer any obstruction to navigation. (See sheet No. 2.)

Below this is a stone-heap, marked E on the map, lying about seventy-five feet from the shore, supposed to have been placed on the bank by the Union Company. The bottom around this stone-heap is clay. This is somewhat of an obstruction to sailing vessels, but not to steamboats or tows.

The pier marked F on the map was built about fifteen years ago to protect the bank, which is a stiff clay. It has been worn away, inside of the pier, a distance of about fifty feet. This pier is little or no obstruction to navigation, as the channel is wide at this point.

The bank of the river in the vicinity of E and F is a clear clay, which is being gradually washed away by the river. The bottom is a hard sand.

The next point where obstructions exist is at the clay banks, so called, about two miles below Hartford. This part of the river is shown on sheet No. 3. The right bank of the river is a low sand beach, running back from fifty to three hundred feet, and rising gradually to the level of the meadow, where there is a well-defined old bank of the river, lined with trees, some of which are probably thirty or forty years old. The beach is mostly sand, but has mixed with it some mud and clay from the deposit of the river. The river bottom is sand, running into a coarser material in the channel, while toward the left bank there is nothing but clay. The left bank is a steep bank of clay, rising directly from the water line to a height of ten or twelve feet.

On this side of the river is a pier marked G on the map, which was built by Mr. Horace Williams, the present owner of the land; to protect it. It is merely an irregular pile of broken stone and mud. At present it does not offer any serious obstruction to navigation, but in the course of a few years it will probably be left in the channel by the action of the water upon the banks. Now it somewhat protects the bank from washing.

This bank was covered with broken stone thirty-two years ago, since which it has washed away about one hundred and fifty feet.

Just outside of the pier G is a small heap of stone, marked H on the map, which is a considerable obstacle, as it lies directly in the channel. No account was obtained of how it came there.

The channel is shallow at this place, and has been in years past a serious impediment to navigation. The depth of water at present below extreme low water is seven feet. Below these points a sand shoal has made out from the right bank, and is at present rapidly increasing in size.

The piers I and J, shown on the map, were originally built out from the left bank to protect it and to improve the channel. They were constructed by the Union Company many years ago. Until within about five years, these piers forced the channel over to the right bank of the river. The shoal then began to make out from the right bank, and crowded the channel more against the piers. It worked around the pier I, so that during the years 1863 and 1864 vessels passed to the east of the pier I, and crossed the river between the two piers. In 1864 the steamboat company dredged out the channel to the east of pier J, since which time it has been extending gradually into the left bank of the river.

The old meadow road, shown on sheet No. 3, ran thirty years ago along where the bed of the river now is, extending out about one-third of the way across, showing the extensive changes that have taken place in the bed of the river at this point.

The pier marked K on the map is a mass of broken stone, and mud which has been deposited upon it by the river. It was built to protect the old Wethersfield wharf, which is now but an irregular heap of stone, covered with grass and weeds, having been out of use for forty or fifty years. The water wore away the bank inside the pier until the rock was reached, preventing further progress. Fifteen or twenty years ago this pier was somewhat of an obstruction to navigation, but the channel has been gradually widening, so that there is now ample room for vessels to pass. The bottom is gravel, running into sand, which continues to the opposite bank.

The bar at Pratt's ferry, marked L on the map, and shown on sheet No. 4, has been during the past year one of the worst places upon the river. The channel, in crossing from the right bank to the Naubuc wharf, passes over a bar on which there is very little water, and the channel is narrow and crooked.

At the upper part of the survey on sheet No. 4 the bank is a clay loam, rising about twelve or fifteen feet to the level of the meadow, and is washing away

rapidly, at the rate of perhaps about fifteen feet a year. Below the sunken tree shown on the map, it is covered with timber. Further down a sand beach is gradually forming out from the shore.

On the left bank of the river, at Keevey's Point, the bank is low and sandy, and is making out into the present bed of the river. The bottom of the river, from the right bank out nearly to the channel, is soft and sticky, seeming to be formed of the soft loam of the bank. In the channel it is hard sand and gravel, and on the north side it is sand mixed with the alluvial deposit of the river.

The sunken tree shown on the plan lies in the position drawn, and materially assists in forming the deposit on the bar. The least depth of water in the channel upon this bar is six and six-tenths feet below extreme low water.

About a mile below Pratt's ferry is a log bar pier, marked M on the map, and shown on sheet No. 5, and about nine hundred feet further down is a small pier marked N.

These piers were built out from the south bank by the Union Company, about the year 1840, to protect the bank and improve the channel. Log Bar pier now lies partly imbedded in the north bank, the inner having moved about four hundred feet to the south since the pier was built. Ten years ago the channel ran to the north of both these piers; about that time it changed to the south of the pier M, and ran between the piers until the spring of 1866, when it changed to the south side of the pier N. Since that time part of each of these two piers have been removed to improve the channel by the steamboat company.

The bank on the south side is high, and consists of a clayey loam. The bottom of the river in the channel is coarse sand and gravel, running into sand upon the north bank.

The north bank is a low beach of sand mixed with earth deposited by the river.

Half a mile below Log bar is a sunken tree near the right bank, which is a considerable obstruction, as the bank is steep and washing away very rapidly, which will soon leave it in the channel.

The left bank is pure sand, with no vegetation for several hundred feet back from the river. The point at the bend of the bank is shallow, and the shoal washes out well into the stream.

The wall P seems to be a simple layer of stone placed upon the water's edge to protect the bank. The cutting away of the shore has, however, made an opening behind it and left it just at the edge of deep water, where it will tumble in after a short time.

The bottom at this place, in fact from O to P, is sticky near the right bank, gravelly in the channel, and sandy on the opposite shore.

The eastern bank is low and covered with quite a heavy growth of willow. Below this last point is an old pier and heap of stones, marked Q on the map, and shown on sheet No. 6, which is called Log bar, junior. This pier was built from the left bank of the river by the Union Company to improve the channel, and it now lies imbedded in the opposite bank, where it is mostly out of water at low-water mark. The channel is now close to the left bank and is narrow, but of sufficient depth.

At the point R, upon the map, is an old sunken wharf, which is a serious obstruction to navigation. It was originally built on the eastern shore, but the wearing away of the bank has left it about two hundred and fifty feet out, and upon the opposite side of the channel. Within a few years it has been partially dredged out. What is left consists of loose stones with some timber, around which a shoal has formed, and upon which there is about 3.2 feet of water at low-water mark.

The channel at this point is narrow, but of good depth, with a gravel bottom, running into sand upon the right bank, and mud upon the left.

About eighteen hundred feet below this point there is a sunken tree near the left bank, that now lies quite near the channel.

Half a mile above the South Glastenbury landing there are two piers, usually called the "Glastenbury piers," marked S and T on the map, and shown on sheet No. 6.

They were built by the Union Company from the left bank of the river, the one above and the other below the entrance of Roaring brook into the Connecticut.

The channel worked around the east end of the pier S about seven years ago, and was dredged out by the steamboat company taking off part of the east end of the pier. The steamboat company has also dredged out about one-third of the west end of the pier T within a year or two to improve the channel; yet it now remains tortuous and difficult for the large steamboats and sailing vessels.

The bank opposite the end of pier S is wearing away rapidly, but below the pier T it is filling out.

The left bank is of the character already described, being a clayey loam. The bottom of the channel is gravel running into sand toward the right bank, which is a beach of pure sand.

Some distance further down the river are the piers marked U and V on the map, and shown on sheet No. 7, about a quarter of a mile apart, at a place known as Dividend bar. The channel line changes from the west side, opposite the pier U, to the east side, opposite the pier V.

The first mentioned pier lies out a short distance in the river from the east bank, and has an extensive shoal formed around it. The pier V lies close to the west bank, and is half out of water at low-water mark. It has deep water off the end of it.

The banks on which these piers are built are low, and the opposite banks steep and covered with woods. The river bed is sand, with gravel in the channel.

About three miles above Middletown is Pistol Point bar, which lies at the upper end of Gildersleeve's island. This is marked W on the map, and is shown on the sheet No. 8. Here there were two piers built by the Union Company; one long one from the right bank, and the other on the opposite side of the river just above a brook, which here enters into the Connecticut.

This latter pier has been nearly all dredged out in consequence of changes in the channel requiring it, and the stone has been deposited upon the other side of the river, forming the hook to the northward of the opposite pier, shown on the map.

The shoal extending upward from Gildersleeve's island, and the bar to the northward extending out from the left bank, form a serious obstacle to the navigation of the river.

The channel is shallow and narrow, and has been for several years quite troublesome. The small pier, part of which has been removed, is still in the way.

The pier on the right bank deflects almost the whole volume of water through the narrow channel east of Gildersleeve's island, while the wide space on the west side, where the channel formerly run, has become shallow, and is gradually filling up from the deposits of the river.

Gildersleeve's island is generally low and sandy, but is higher in the southern part.

The banks of the river are steep and ten or twelve feet high. That on the left is mostly clay, and is rapidly washing away from the small pier before mentioned to opposite the lower part of the island, near Gildersleeve's wharf. Below that point the bank is rock.

The rapid current running through the narrow channel east of the island will soon widen it by cutting in back of the small stone wharf and pier shown on

the map opposite the middle of the island, when those will become serious obstacles in the channel and still require removal.

The bank just above the wharf is loamy, and has been cut into already, so that it stands nearly vertical in the small bend seen on sheet No. 8, and forms an eddy that will speedily cut its way behind the wharf. At present the water is twenty-two feet deep within one foot of the bank at the water-line.

The bottom of the river at this place is generally a hard sand. The least depth of water upon the bar in the channel is 5.9 feet. Vessels have now some difficulty in working through the narrow channel east of the island, but the river will constantly widen at this place till the current becomes less rapid.

About a mile and a half below Middletown is Mouse island, marked X on the map, and shown on sheet No. 7, which lies about five hundred feet from the right bank, and between which and the bank lies the channel.

This island is above water at low stages of the river, and is formed of a hard material, containing loose stones of six inches and under in diameter. The channel is narrow but deep, and runs close to the right bank, which appears to be permanent.

The bottom is gravel in the channel, stony around the island, and sandy toward the opposite shore.

The next point where there has been any serious obstruction is at Sears's shoal, marked Y on the map, which lies about a mile and a half above Higganum. At this place the river widens out and forms a shoal in the middle, extending about three-quarters of a mile up and down the river, ending in a fresh pier marked *y*. The channel here has been improving during the past few years, and at present this shoal does not offer a serious impediment to navigation. The bottom of the river here is a hard sand.

Half a mile above Deep river is Chester Rock, marked Z on the map, and shown on sheet No. 9, which lies directly in the channel, so that vessels pass on either side of it within fifteen feet. This rock has a smooth top surface, which lies 5.8 feet below mean low water, and is of the size and shape shown. The bottom of the river is hard sand. The right bank is a low marshy meadow, and the left bank is rocky.

The stone-heap shown at Z on the map is probably a fish pier, and offers no obstruction to navigation.

* The bar at the mouth of the river is, perhaps, the most serious obstacle to the navigation of the Connecticut that is to be disposed of. A survey of this was made by the United States coast survey parties in 1849 and 1851, and a copy of the chart prepared by them is appended. Important changes have, however, taken place since that time, altering the channel.

The channel at present used by steamboats and other vessels navigating the river is shown by the dotted line upon the chart of the bar annexed. This channel, according to the evidence before the committee of the legislature in 1866, was 100 feet wide.

An attempt was made to take soundings upon the bar during the month of October, but the weather proved too rough for the purpose. The position of the spar buoy marking the present channel was, however, fixed, and is shown on the chart.

An approximate estimate of the depth of water was derived from crossing the bar on two occasions in the steamboat State of New York, at nearly low tide, when she just passed over touching the bottom. From the draught of the boat as given by the captain, and the time, which was then noted, a computation of the depth of water at mean low water was made. One of the observations gave a depth of 7.3 feet, and the other 6.9 feet.

* At Hayden's Point, half a mile below Essex, there are some rocks and a pier, marked A on the map and shown on sheet No. 10, but the channel is deep and good outside of them, and they do not materially interfere with navigation.

CHARACTER OF IMPROVEMENTS.

In considering the question of improving the navigation of the Connecticut, several important questions arise as to what depth it is desirable to deepen the channel, and to what extent it is advisable to make an outlay for improvements which may be rendered useless by changes in the bed, which are always likely to occur in rivers of the character of the Connecticut. It is also a question whether it should be endeavored to make the channel narrow and deep for steamers and tows, or having a moderate depth, be wide enough for the passage of sailing vessels.

If it were of sufficient importance to give the channel of the river a depth of twelve or fifteen feet at low water, and to render the channel permanent, this could be done by constructing parallel dikes, at a proper distance apart, as has been done on the Clyde, the Dee, the Seine, and many other rivers, making them of sufficient height to carry all the water that ordinarily flows in the stream between them, but so that they would be overflowed by the high freshets, giving the river its full water-way. This could be done, but would involve an enormous outlay, both for the dikes and for the extensive works that would become necessary at the bar to secure the proper depth of water at the mouth of the river.

The trade of the Connecticut would not warrant the undertaking of any such improvement at the present time, although it is by no means improbable that such a project may at some future time be deemed advisable.

On many rivers, instead of constructing longitudinal banks as above, a series of transverse spurs are carried out from the banks for the purpose of deeping the channel, an attempt at which was made by the Union Company in the Connecticut. They act by confining the channel to narrow dimensions and form pools of still water below them, where eddies form and silt is deposited.

Their useful effect is, however, very small when compared with their cost. Unless they are placed quite near together, the currents produced corrode the banks in a serious manner. If sufficiently close together, their lengths will equal and be quite as expensive as longitudinal dikes.

In all works intended to improve the navigability of a river, extreme care is required in attempting to alter its natural conditions, whether of width or depth, because the result of any interference with them is always very uncertain. It is preferable in all cases to maintain the river within the limits nature has given it, rather than attempt to introduce great modifications, even though they should seem highly desirable.

For the present requirements of the river it appears to me that a much more moderate depth than could be obtained by dikes should be arrived at, and such improvements made in those parts of the river which now offers the greatest obstacles to navigation, that they shall be made as practicable as those parts of the river that are now sufficient to pass the vessels at present navigating the river.

If it were attempted to give to the channel of those parts of the river which have heretofore given trouble a depth greater than is attainable at other points, those other points would become the bars, and would likewise have to be deepened. Under the instruction received, the present surveys have extended only to those parts of the river at which obstructions have heretofore existed, and have not been of sufficient magnitude, nor embraced a sufficient portion of the river, to determine the data necessary for extensive permanent works for the improvement of the channel. It was not contemplated to improve it to any greater extent than what is necessary to permit the vessels at present used upon the river to pass at all stages of the water.

This it is believed will be accomplished by giving the channel a depth of eight feet below low-water mark, or nine and one-half feet below the level

assumed as mean low water upon the accompanying maps, which is about one and a half foot above the lowest water ever known at Hartford, and which is perhaps about the average lowest summer level. The river has reached low-water mark at Hartford upon only two occasions that are known of since 1801, and does not perhaps once in ten years get within six inches of it, and when it does it is only for a short time, in a favorable wind, and an easterly low tide.

It is proposed to make the channel in those places where dredging is resorted to, two hundred feet wide. This is believed to be a sufficient width.

There are many places where it is narrower than this, but there the sides are generally well defined, and the narrow places short and soon widening out to a much greater width than that above stated. This depth and width it is proposed to obtain by dredging out the channel upon the bars, and removing such piers and other obstructions as interfere with the navigation of the present channel or throw the current out of its proposed course.

Where the dredging is done in the proposed direction of the current, the natural flow of the water will in all probability keep it clear until the banks become so changed as to alter the general course of the stream.

The bars are now of hard and packed material, which resists the action of the current, and if once dredged out would not probably again fill up so long as the river remains in the same bed. The silt deposited in the channel by freshets would probably again wash out as the water falls, and leave the channel clear.

Upon the bar at the mouth of the river nothing can be done but to dredge out a channel to the required depth. According to the draught of water given of the "State of New York," the depth in the channel on the bar is now about seven (7) feet at mean low water. This would require that the bar should be dredged out one and a half feet deeper to conform to the additional depth given to the river, or eight feet below extreme low water.

As there has been no resurvey of the bar, no exact estimate of the quantity of material to be removed can be made.

Any means taken to increase the depth of water upon the bar will at best be but temporary. Dredging will improve the channel for a limited time, perhaps some years, but the history of such ports as Rye, Dunkirk, Arques Morte, and others, show that the permanent improvement of channels over bars is almost impossible.

PROPOSED PLAN FOR IMPROVING THE CHANNEL.

At Hartford bar it is proposed to drive a row of piling to protect the bank at the place where the water has worked into it, so as to pass back of the island B. This piling will deflect the current towards the middle of the river, and assist in deepening the channel and keeping it of sufficient depth.

It is also proposed to dredge out the bar at this point to a depth of 8 feet below low-water mark and $9\frac{1}{2}$ feet below the lowest water during the past season, for a distance of about 3,000 feet, to the width of 200 feet. This will deepen the channel at this place 2.2 feet.

If the wharf now existing at Colt's depot, shown at the upper end of the survey, on sheet No. 1, were extended southward to the proposed piling, it would be an additional means of preserving the depth of the channel; but it is believed that preventing the water from working to the westward of the island marked B, and the slight deflection to the eastward given to the current by the piling, will preserve the channel of sufficient depth. The line of the proposed dredging is marked by black dotted lines on the sheet No. 1, and the line of the proposed piling by a broken line extending from the shore to the island B. The material dredged out can be put into Weathersfield's cove and Keeney's cove, about two miles below.

At the pier C, below the bar, it does not appear necessary that anything should

be done. The pier now helps the channel by deepening the water towards the eastern bank, and should not be removed.

The small pier marked D is at present doing no harm, and will not require removal.

The stone-heap marked E is not now in the channel, but will soon become so by the wear upon the bank, and requires to be removed.

The pier F now lies just upon the edge of the channel, and will eventually have to be removed; but at present it lies just above a wharf, which it serves to protect, and which would be an objection to its removal, until such time as the river works its way behind it. For the present, it is proposed to let it remain.

The pier G is at present doing good service in protecting the banks of the river, as was originally intended when it was constructed. Just outside of it, however, is a small stone-heap H, which now lies just upon the west side of the channel, and between which and G a bar has formed, which will require dredging out. The area to be dredged is included between the dotted lines.

The stone-heap H will also require to be removed, which will prevent the bar reforming.

The piers I and J are at present great obstacles to the navigation of the river by sailing vessels, and will require to be removed. Their removal will prevent, in a measure, the great wash of the bank now taking place at this point, and materially widen the channel. All of this material can be deposited in Weathersfield's and Keeney's coves, although, perhaps, the stone of the piers can be used to advantage elsewhere.

The pier K does not seem to require any attention, as the channel is continually working away from it and becoming gradually wider at this point.

About half a mile below Weathersfield there is a gully washed in the bank, that will require piling across the mouth to prevent further damage.

At Pratt's ferry, marked L on the map, it is proposed to dredge a channel, in the direction of the natural current, 200 feet wide and $9\frac{1}{2}$ feet below the lowest water of the present year, or 8 feet below extreme low water. This will deepen the water upon the bar 1.5 foot. The dredging will be about fourteen hundred feet in length, and nearly in the present deepest water. The area is shown between the dotted lines on the sheet No. 4. The material dredged out can be put on the right bank of the river, about two and a half miles below.

At Log bar and the old pier below, marked M and N on the map, nothing will require to be done, as the channel opposite these points is good and the piers will probably never do any harm.

At O, the sunken tree which lies in the channel must be removed.

The old wall at P is at present out of the channel, but will probably eventually be brought nearer the middle by the wash of the river, and it has, consequently, been considered better to remove it.

The pier at Log bar, junior, is now quite out of the way of the channel, and does not require attention; but there is a small stone-heap near it which requires to be removed.

The old sunken wharf at R now lies directly in the channel on the west side, with only about three and a quarter feet of water upon it at extreme low water. This will require to be taken out.

At the Glastenbury piers, marked S and T, although the channel is of sufficient depth, it is extremely crooked and very difficult, even for steamboats, except by daylight. It is thought best at this point to remove parts of each of the two piers and dredge out the channel, to make it more direct, and prevent the great wash upon the bank that now exists opposite the end of the pier S.

By removing part of the pier S, it is believed that the channel alone will be made wider than at present by removing the sand shoals that now extend out above the pier. The material moved can be put on the other side of the river,

below the pier Q. There is also a good place about a mile and a half down the river, near the east bank.

The piers marked U and V, at Dividend bar, are at present probably more benefit than damage to the channel, and should not be removed.

At Pistol Point bar, marked W, it is thought best to dredge out a channel, in the natural direction of the current, two hundred feet wide, to a depth of nine feet below the lowest water during the past season, or about eight feet below extreme low water. This will increase the depth of water in the channel 2.1 feet. Most of the material removed can be put below the pier, on the right bank of the river, opposite the island, or, if this should prove insufficient, part can be deposited on the left bank of the river, below Mouse island, about five miles distant. The dotted black lines show the channel to be dredged out.

It is also deemed best to remove part of the stone remaining of the small pier on the east side, just above the island.

At Mouse island, marked X on the map, it is not deemed advisable to do anything to the channel. It is sufficiently deep, although quite narrow.

At Sears's Shoal, marked Y, the channel does not seem to be so shallow as to need improvement. The first pier, likewise, is doing no harm.

Chester Rock, marked Z, will require to be taken out, to a depth of three feet below the present highest point, as it lies directly in the channel. The first pier, near it, can be allowed to remain without injury to the channel.

The rock and pier at Hayden's Point, marked A, can be left in their present position, without injury to the channel or impeding navigation. At two or three places on the river, not mentioned above, there are trees in the channel that should be removed.

EXPENSE OF IMPROVEMENTS.

The following is an estimate of the probable expense of improving the channel by removing obstacles, and dredging, as above proposed. At Saybrook bar no reliable estimate can be made from the survey of 1849 and 1851, on account of changes in the bar, but an approximation to the probable expense of a channel two hundred feet wide, and eight and a half feet deep, at mean low water, and added to the estimate for the work upon the river :

ESTIMATE.

Hartford bar—

Dredging 37,000 cubic feet, at 50 cents	\$18, 500
700 piles, 14 inches butt, 18 feet long, at \$2 75	\$1, 925
Driving and flattening edges, at \$2	1, 400
1,400 feet, 4 by 8 caps, 4 thousand, at \$50	200
235 bolts, at 80 cents	188
Work on capping, &c.	150
	<hr/>
	3, 863

Removing stone-heap E—

Loose rock, 107 cubic yards, at \$1	107
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Bar at Clay Banks—

Dredging 3,750 cubic yards, at 50 cents	1, 875
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Removing stone-heap H—

Loose rock, 200 cubic yards, at \$1	200
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Removing pier I—

Loose rock, 1,650 cubic yards, at \$1	1, 650
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Removing pier J—

Loose rock, 1,120 cubic yards, at \$1	1, 120
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Gully below Wethersfield—		
Piling, 100 feet, at \$5 50		\$550
Pratt's Ferry bar—		
Dredging, 16,040 cubic yards, at 50 cents		8, 020
Removing old wall P—		
Loose rock, 60 cubic yards, at \$1		60
Removing stone-heap at log bar jr.—		
Loose rock, 75 cubic yards, at \$1		75
Removing sunken wharf R—		
Dredging, 300 cubic yards, at 50 cents	\$150	
Loose rock, 100 cubic yards, at \$1	100	
		250
Work at pier S—		
Dredging, 9,070 cubic yards, at 50 cents	4, 535	
Loose rock, 520 cubic yards, at \$1	520	
		5, 055
Work at pier T—		
Dredging, 9,460 cubic yards, at 50 cents	4, 730	
Loose rock, 440 cubic yards, at \$1	440	
		5, 170
Pistol Point bar—		
Dredging, 15,181 cubic yards, at 50 cents	7, 590	
Loose rock, 65 cubic yards, at \$1	65	
		7, 655
Chester Rock—		
Solid rock, 202 cubic yards, at \$5		1, 010
Removing sunken trees		150
Total for river		55, 310
Saybrook bar—		
Dredging, 15,000 cubic yards, at 60 cents		9, 000
Total, including bar		64, 310

The foregoing estimate is based upon what may be considered the present needs of the river, in the way of improvements, to render its navigation more easy and safe. From the character of the river, however, as has already been explained, it will require an additional expenditure each year to keep the channel in as good condition as the before-mentioned improvements would render it when completed.

From the knowledge of the river acquired by personal inspection during the survey, it is my opinion that an annual outlay of five or six thousand dollars would keep the channel in good condition for vessels drawing nine feet of water to navigate the river at the usual low summer level. This seems a small sum in comparison with the great amount received for freight and passengers transported on the river, and would be but a small percentage of the amount of freight received. It would seem that the benefits to be derived from the proposed improvements would warrant a much greater outlay.

THE BUSINESS UPON THE RIVER.

The information regarding the business of the river, and the amount of tonnage of vessels owned and used upon it, has been derived mainly from the evidence taken before the legislative committees, in the springs of 1866 and 1867,

upon the question of bridging the river below Hartford. The facts stated are compiled from the statements of various persons, but mostly from those of Elisha T. Smith, esq., the president of the steamboat company.

The river remains open for navigation an average of nine and a half quarter months in each year. It closes about the 8th of December, and opens about the 1st of March. For sailing vessels, the time is about eight and a half months.

There was owned in this district, in 1865, shipping to the amount of 17,040 tons; valued at \$1,800,000.

At Hartford, about forty men were, in the same year, employed in ship-building; and at Goodspeed's Landing, in East Haddam, vessels to the amount of 2,000 tons were built; valued at \$220,000.

In 1866, the amount of freight upon the river was nearly as follows:

	Tons.
Amount of freight, both ways, on steamboats, to and from Hartford	74, 600
Freight to Hartford, by propellers and sailing vessels	201, 600
Down freight by the same	16, 000
<hr/>	<hr/>
Total Hartford freight	292, 200
Freight between Hartford and Middleton	24, 000
Freight from Portland	220, 000
Freight at towns below Middleton	79, 512
<hr/>	<hr/>
Total	615, 712
	<hr/>

In 1865, the amount was 569,000. The total receipts for freight, in 1865, were about \$1,100,000. In 1866, it was said to be \$1,350,000.

There were upon the river three large steamboats, of from 1,500 to 2,000 tons, making daily trips to New York; and two smaller ones, one making daily trips to New London and Sag Harbor, and the other making two trips a day on the river between Hartford and Essex. There is also a line of propellers running to Albany, and one to Philadelphia.

In 1866, the number of passengers to and from New York, by steamboats, was 26,211; way passengers on the river, 27,208; by Sag Harbor steamboats, 10,000. Total number of passengers, 63,219.

The total amount received from passengers, by the steamboat company, was \$125,550; by Sag Harbor boats, about \$8,000. Total amount received, \$133,550.

The number of trips to and from Hartford, by the steamboat company's boats, was 1,117; by the Sag Harbor boats, 208; by sailing vessels and propellers, 1,836. Total number of trips, 3,161.

This is all that I can learn with regard to the present state of the trade upon the river. There is, doubtless, much omitted that did not come under the observation of the persons whose evidence was taken, yet the amount named may be considered a good approximation to the actual business of the river.

Were the channel deepened, so as to admit vessels of greater tonnage, the business of the river would undoubtedly be largely increased.

THE AMOUNT OF REVENUE IN THIS COLLECTION DISTRICT.

All of the improvements proposed lie within the collection district of Middletown, which embraces Windsor, and all the towns below, on the Connecticut river, except Lynn; also including Westbrook and Clinton, on Long Island sound, west of the mouth of the river.

With regard to the amount of revenue collected, and the opinion of the collector, I cannot do better than to give his reply to my letter of inquiry, in full:

CUSTOM-HOUSE, MIDDLETOWN, CONN.,
COLLECTOR'S OFFICE, *October 14, 1867.*

SIR: In reply to the inquiries made in your letter of the 11th instant, I will state that the amount of revenue collected at this office for the fiscal year ending June 30, 1867, was \$17,967 01. The average amount collected during the five preceding years was \$11,389 87, showing an increase in the last over the five preceding years of \$6,577 14, or about 36½ per cent.

In my opinion, the business on Connecticut river would be increased if the obstructions in the channel were removed, more especially on the portion above Middletown.

If the channel at Saybrook bar was improved, so as to allow vessels of a larger draught of water to enter the river, I have no doubt the foreign trade on the river would greatly increase, thereby enhancing the revenue of this collection district.

I am, very respectfully, your obedient servant,

O. UTLEY, *Collector.*

Gen. T. G. ELLIS,
Engineer in charge Connecticut River survey.

LIST OF MAPS AND CHARTS.

The following is a list of maps and charts accompanying this report, (maps and charts not printed:)

- a. A general map of the river from Hartford to the sound, showing the points referred to in this report.
- b. A chart of the river at Hartford bar, showing the points B and C, (sheet No. 1.)
- c. A chart showing the points D, E, F, and K, (sheet No. 2.)
- d. A chart of the river at the Clay Banks, showing the points marked G, H, I, and J, (sheet No. 3.)
- e. A chart of the river at Pratt's ferry, showing the point marked I, (sheet No. 4.)
- f. A chart showing the points marked M, N, O, and P, (sheet No. 5.)
- g. A chart showing the points marked Q, R, S, and T, (sheet No. 6.)
- h. A chart showing the points marked U, V, and X, (sheet No. 7.)
- i. A chart of the river at Pistol Point bar and Gildersleeve's island, (sheet No. 8.)
- j. A chart showing the points marked Y and Z, (sheet No. 9.)
- k. A chart showing the points marked A, (sheet No. 10.)
- l. A copy of the chart of Saybrook bar.

In conclusion, I take great pleasure in expressing my obligations to the many persons from whom I have obtained information regarding the river, particularly to Elisha T. Smith, esq., the president of the steamboat company, and the captains of the river boats, from whom I have received much valuable information, and who have furnished me with every facility in their power during the progress of the survey. I am also much indebted to Wm. W. Eaton, esq., for the use of his notes of the evidence taken before the legislative committees herein referred to.

Very respectfully, yours,

THEO. G. ELLIS,
Civil Engineer.

Colonel D. C. HOUSTON,
United States Engineers.

A.

Extract from act of Congress.

SECTION 2. *And be it further enacted*, That it shall be the duty of the Secretary of War, at the earliest practicable time, to report to Congress the result of any survey, or resurvey, with the plan adopted, and the items of expenditure under said plan; and he shall make report of all action taken under the provision of this act, and he shall accompany said report with a statement of the amount and data of all former appropriations for each work, and a full estimate for its entire and permanent completion, with the amount that can be profitably expended in the next fiscal year; and he shall also state in what collection district each work is located, and at or near what port of entry, light-house, or fort, what amount of revenue was collected at the nearest port of entry for the last fiscal year, and, as far as practicable, what amount of commerce and navigation would be benefited by the completion of each practicable work.

SEC. 4. *And be it further enacted*, That the Secretary of War is hereby directed to cause examinations or surveys, or both, as aforesaid, to be made at the following points, namely: the Connecticut river, between Hartford and its mouth.

B.

Extracts from War Department circular.

1st. Result of survey, or resurvey, with plan adopted, and items of expenditures under that plan.

4th. The collection district in which each is located.

5th. At or near what port of entry, light-house, or fort, each work is located.

6th. What amount of revenue was collected at the nearest port of entry to each work, for the last fiscal year.

7th. As far as practicable, what amount of commerce and navigation would be benefited by the completion of each particular work.



REVENUE CUTTER SERVICE.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Estimate of expenses of the revenue cutter service for the fiscal year 1868-'69.

FEBRUARY 6, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *February 5, 1868.*

SIR : Herewith I have the honor to transmit, with the request that it be laid before the Committee on Appropriations, an estimate of the probable expenses of the revenue cutter service for the fiscal year 1868-'69, amounting to \$1,327,090 55.

These expenses have been hitherto defrayed from the appropriation for "collecting the revenue from customs," but the cost of collecting the revenue has so largely increased that the standing appropriation is not sufficient within its present limits longer to sustain the charge.

A distinct appropriation for the revenue marine is also important, as suggested in my late annual report to Congress, (page 41,) in order that a direct legislative sanction may be given to the annual expenditures for that particular service, and that they may be more easily regulated and controlled.

I am, sir, very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

Estimate of the appropriation required for the revenue cutter service for the year ending June 30, 1869.

Pay of officers and pilots.....	\$408,600 00
Rations for officers and pilots.....	28,579 50
Pay of petty officers and crew.....	380,850 00
Rations for petty officers and crew.....	133,561 05
Fuel.....	127,700 00
Repairs and outfits.....	170,000 00
Supplies of ship chandlery, &c.....	62,800 00
Commutation for quarters, &c.....	5,000 00
Travelling expenses.....	10,000 00
Total.....	<u>1,327,090 55</u>

COMMISSIONER OF INDIAN AFFAIRS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

Estimates of appropriations to supply deficiency in the office of the Commissioner of Indian Affairs.

FEBRUARY 7, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,

Washington, D. C., February 7, 1868.

SIR : I have the honor to transmit herewith a copy of a letter dated the 6th instant, from the Commissioner of Indian Affairs, together with an estimate of appropriation required to supply a deficiency in the appropriation for blank books, stationery, and miscellaneous items for the office of the Commissioner of Indian Affairs, for the fiscal year ending June 30, 1868, and respectfully invite the attention of Congress to the favorable consideration of the subject.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR, OFFICE INDIAN AFFAIRS,

Washington, D. C., February 6, 1868.

SIR : I am in receipt of a letter from J. R. Goodwin, esq., disbursing agent of your department, dated the 22d ultimo, stating that there is at present to the credit of the appropriation for blank books, stationery, &c., for this office, only the sum of \$10 52. This being the case, there will evidently be a deficiency in the appropriation for said objects for the present fiscal year.

There has been an unusual amount expended for miscellaneous items, such as repairing furniture and purchasing new articles, desks, chairs and carpets, which were necessary, and could not, without great inconvenience, be dispensed with.

There has also been an extraordinary quantity of stationery purchased, owing to the presence of the various delegations of Indians in this city; and other reasons, all of which has tended to reduce the amount appropriated for those objects, to the sum stated by Mr. Goodwin.

In order that the stationery and other articles required by this bureau during

the balance of the present fiscal year can be purchased when needed, it will be necessary for Congress to appropriate a sufficient sum—say \$2,000—for the purpose. I have, therefore, caused to be prepared an estimate of appropriation required to supply a deficiency in the appropriation “for blank books, binding, stationery, and miscellaneous items, including two of the daily city newspapers, to be filed, bound, and preserved for the use of the office” of the Commissioner of Indian Affairs, for the fiscal year ending June 30, 1868; which I enclose herewith, and respectfully request that copies of the same be transmitted to the President of the Senate and Speaker of the House of Representatives, with such favorable remarks as may be deemed necessary, and the request that speedy action be taken by Congress in the premises.

Very respectfully, your obedient servant,

N. G. TAYLOR,
Commissioner.

Hon. O. H. BROWNING,
Secretary of the Interior.

Estimate of appropriations required to supply a deficiency in the appropriation for blank books, stationery, and miscellaneous items for the office of the Commissioner of Indian Affairs, for the fiscal year ending June 30, 1868.

For this amount, or so much thereof as may be necessary, to supply a deficiency in the appropriation for the office of the Commissioner of Indian Affairs: “for blank books, binding, stationery,” and miscellaneous items, including two of the “daily city newspapers, to be filed, bound, and preserved for the use of the office,” for the fiscal year ending June 30, 1868..... \$2,000 00

INCOME TAX.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

IN ANSWER TO

A resolution of the House of 30th ultimo, relative to the number of persons paying income tax in each State, number of manufacturers, &c.

FEBRUARY 7, 1868.—Referred to the Committee of Ways and Means and ordered to be printed.

TREASURY DEPARTMENT, *February 6, 1868.*

SIR: I have the honor to acknowledge the receipt of House resolution of the 30th ultimo, calling for "the number of persons paying an income tax in each State, with the aggregate amount so paid, by States; also the number of manufacturers in each State paying revenue tax, with the aggregate amount so paid in each State;" and to transmit herewith a communication, in tabulated form, from the Commissioner of Internal Revenue, embracing, it is believed, the required information.

I have the honor to be, very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
Washington, February 5, 1868.

SIR: I have the honor to transmit herewith, in compliance with a resolution of the House of Representatives, adopted January 30, which was referred to this office for report, a statement showing—

1. The receipts from income from May 1, 1867, to December 31, 1867.
2. The number of persons assessed for income on the annual list for 1867.
3. The receipts from manufactured articles for the year ending June 30, 1867.

The receipts herein reported differ from the aggregate in my annual report, because in this statement I have omitted the collections from spirits, fermented liquors, tobacco, snuff, cigars, wines, sugar, bullion, and mineral oil, thus confining the statement to what are commonly known as manufactures.

4. The amount of special taxes paid by manufacturers for the year ending June 30, 1867.

The resolution calls for the number of manufacturers in each State paying revenue tax, but, as the records in this office do not afford that information, I have given the amount of special taxes in lieu thereof.

As the special tax paid by each manufacturer is ten dollars for a full year, and a proportionate amount for a fractional part of a year, the total number of persons paying taxes is, of course, somewhat more than one-tenth of the amount of the special taxes received.

Very respectfully, your obedient servant,

E. A. ROLLINS, *Commissioner.*

Hon. HUGH McCULLOCH,
Secretary of the Treasury.

Statement showing the receipts from income from May 1, 1867, to December 31, 1867, with the number of persons assessed for income on the annual list for 1867; also the total receipts from manufactures, and the amount of special taxes paid by manufacturers, for the fiscal year ending June 30, 1867.

States and Territories.	Receipts from income.	Number of persons assessed for income.	Receipts from manufactures.	Amount of special taxes paid by manufacturers.
Alabama.....	\$199,492 95	3,407	\$70,717 15	\$10,195 91
Arizona.....	2,115 71	51	.....	34 64
Arkansas.....	22,789 69	515	4,953 91	2,866 85
California.....	1,028,011 26	12,043	665,588 70	20,329 07
Colorado.....	40,820 70	494	8,265 64	1,624 16
Connecticut.....	739,015 34	5,832	4,079,746 65	31,731 87
Dakota.....	2 8 50	*	.....	40 00
Delaware.....	97,659 84	1,201	287,778 60	4,421 61
District of Columbia.....	173,326 08	2,101	79,010 56	3,464 16
Florida.....	22,399 20	411	5,672 49	322 49
Georgia.....	226,073 48	2,949	209,675 25	19,017 48
Idaho.....	28,469 30	342	4,782 68	882 49
Illinois.....	1,284,991 13	15,349	1,406,498 19	76,653 16
Indiana.....	276,566 58	4,831	647,370 73	57,495 90
Iowa.....	172,541 15	3,213	185,514 11	26,554 78
Kansas.....	42,872 65	871	35,599 90	4,587 73
Kentucky.....	439,005 77	5,877	403,241 21	22,967 81
Louisiana.....	285,572 28	7,259	223,827 90	16,592 88
Maine.....	123,035 28	1,741	1,427,287 90	22,983 25
Maryland.....	665,793 64	7,194	1,069,665 14	34,583 29
Massachusetts.....	3,430,869 08	23,572	14,140,443 69	119,962 59
Michigan.....	439,299 67	5,616	666,430 39	43,271 83
Minnesota.....	74,193 50	1,152	67,199 96	7,228 34
Mississippi.....	65,036 38	1,083	2,701 81	1,506 94
Missouri.....	463,716 39	4,531	649,342 01	38,287 67
Montana.....	20,194 52	254	4,322 15	1,682 10
Nebraska.....	20,247 17	282	12,360 31	1,169 15
Nevada.....	96,187 67	2,067	13,293 38	837 50
New Hampshire.....	119,699 14	1,645	2,196,285 38	18,522 93
New Jersey.....	1,069,130 00	12,418	2,815,275 09	28,879 62
New Mexico.....	15,149 77	211	5,856 97	288 33
New York.....	8,376,957 11	57,425	12,586,424 13	271,009 40
North Carolina.....	55,982 78	964	309,017 47	13,685 27
Ohio.....	1,549,328 31	19,618	2,753,642 38	131,812 69
Oregon.....	93,166 12	1,193	88,465 87	2,995 82
Pennsylvania.....	3,428,599 44	31,825	8,262,199 24	151,665 21
Rhode Island.....	451,813 07	2,958	2,869,497 00	12,965 37
South Carolina.....	148,164 78	1,973	141,990 68	4,844 61
Tennessee.....	187,491 15	2,982	86,401 75	7,921 37
Texas.....	137,335 55	2,235	24,109 05	6,847 66
Utah.....	10,368 55	254	2,903 16	666 67
Vermont.....	85,853 80	1,241	461,177 88	20,438 78
Virginia.....	106,262 45	2,090	188,989 43	20,105 61
Washington.....	11,225 96	238	5,328 48	530 83
West Virginia.....	92,120 68	1,629	282,478 62	7,918 33
Wisconsin.....	285,798 79	3,910	399,485 79	24,593 12
Total.....	26,705,131 76	259,098	59,850,689 78	1,296,487 27

* Returns not received.

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